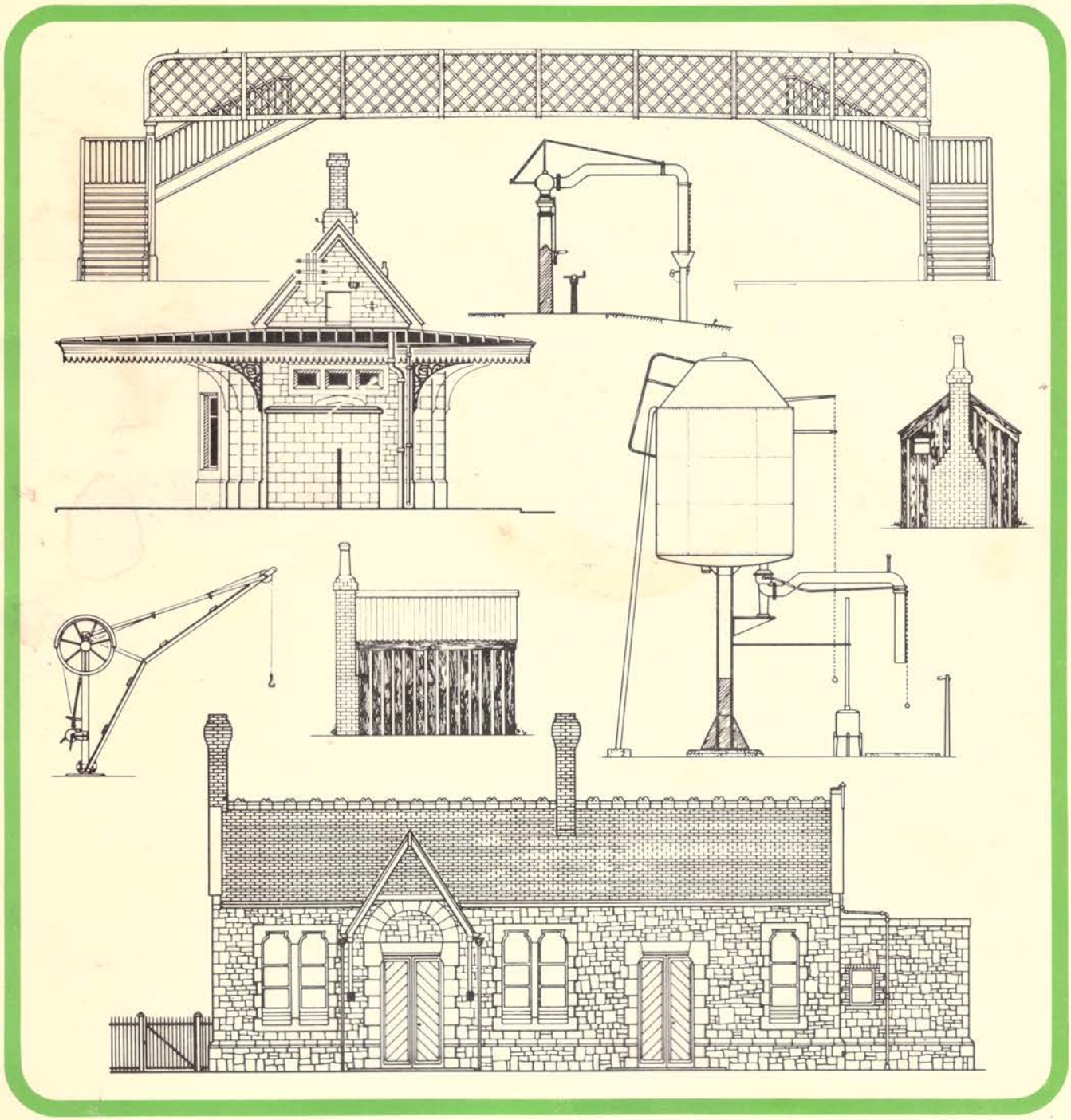
ERICPLANS

GWR & LMS
Buildings and Structures



Eric Ilett

A Peco Publication

Introduction

This book has been produced to provide the railway modeller with detailed information on various aspects of railway buildings. The book is intended to present enough examples of different types of buildings for the modeller to form a good idea of the character of the railway of his choice. Many of these buildings can be combined together to make up typical station layouts.

Methods of construction have been left to individual choice; there are a number of books already available dealing with this subject. *(See 'Other Peco Publications' page 36)*

While these drawings are to 4mm scale, they can be used for modelling to any size by reducing or increasing the scale.

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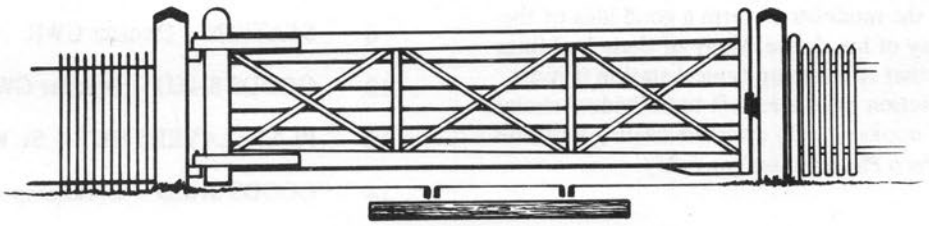
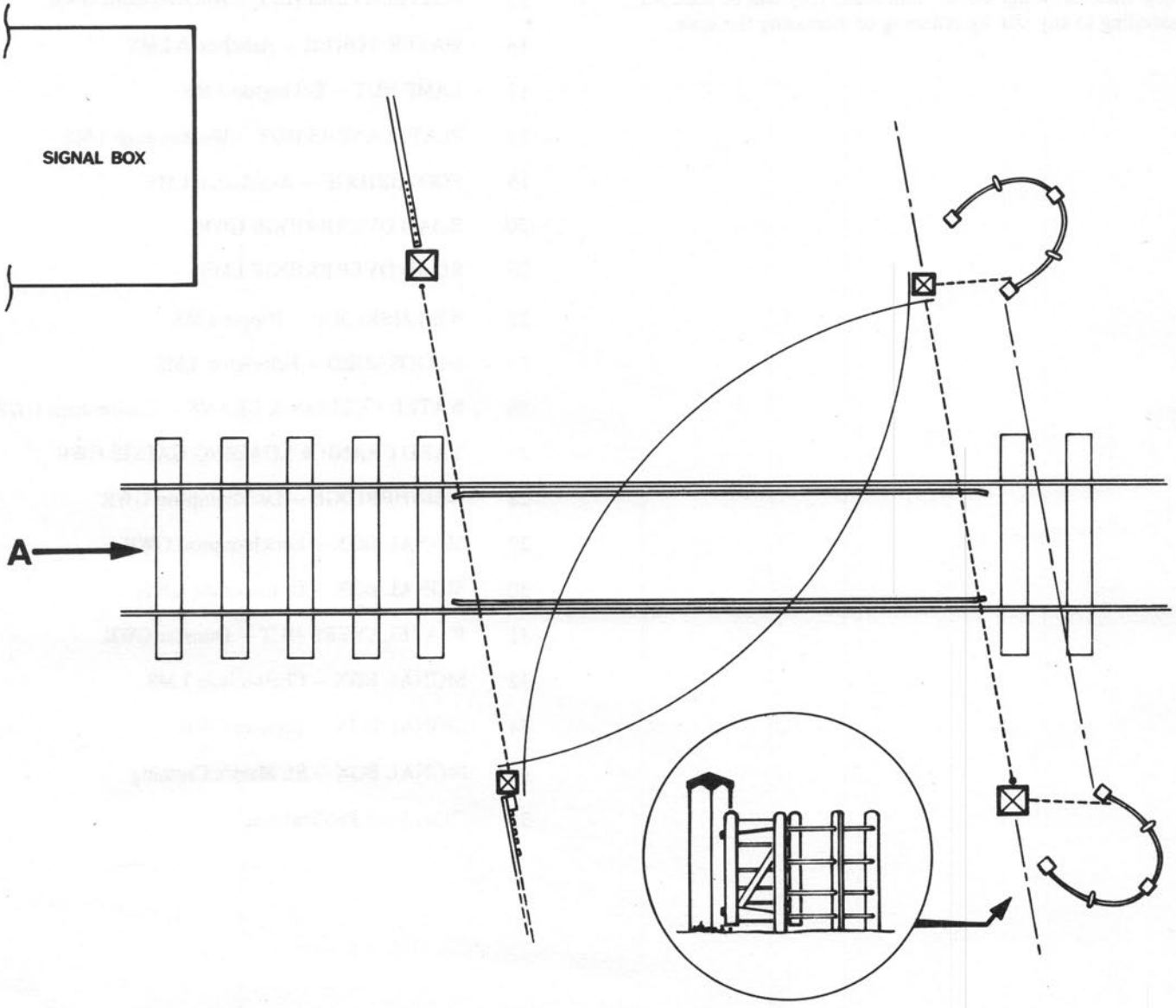
LEVEL CROSSING – Dunster GWR

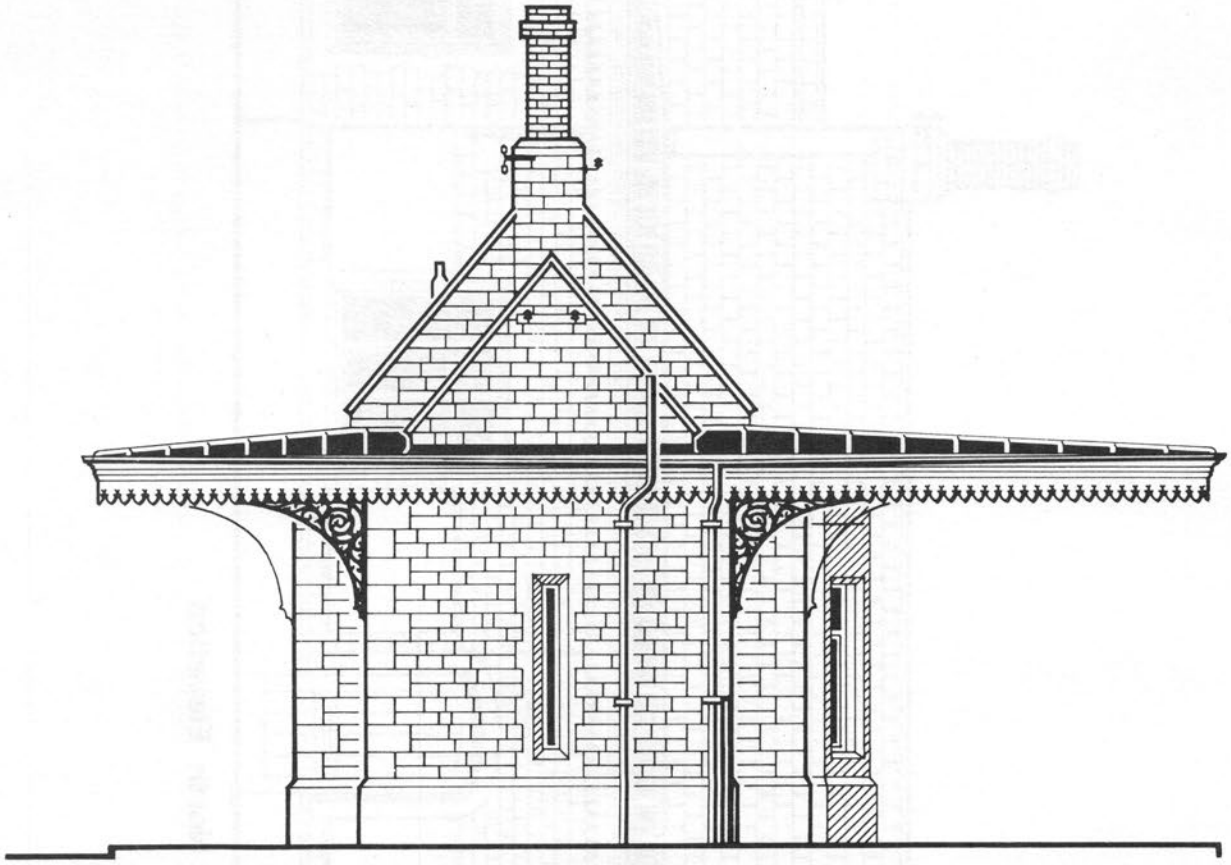


VIEW ON ARROW 'A'



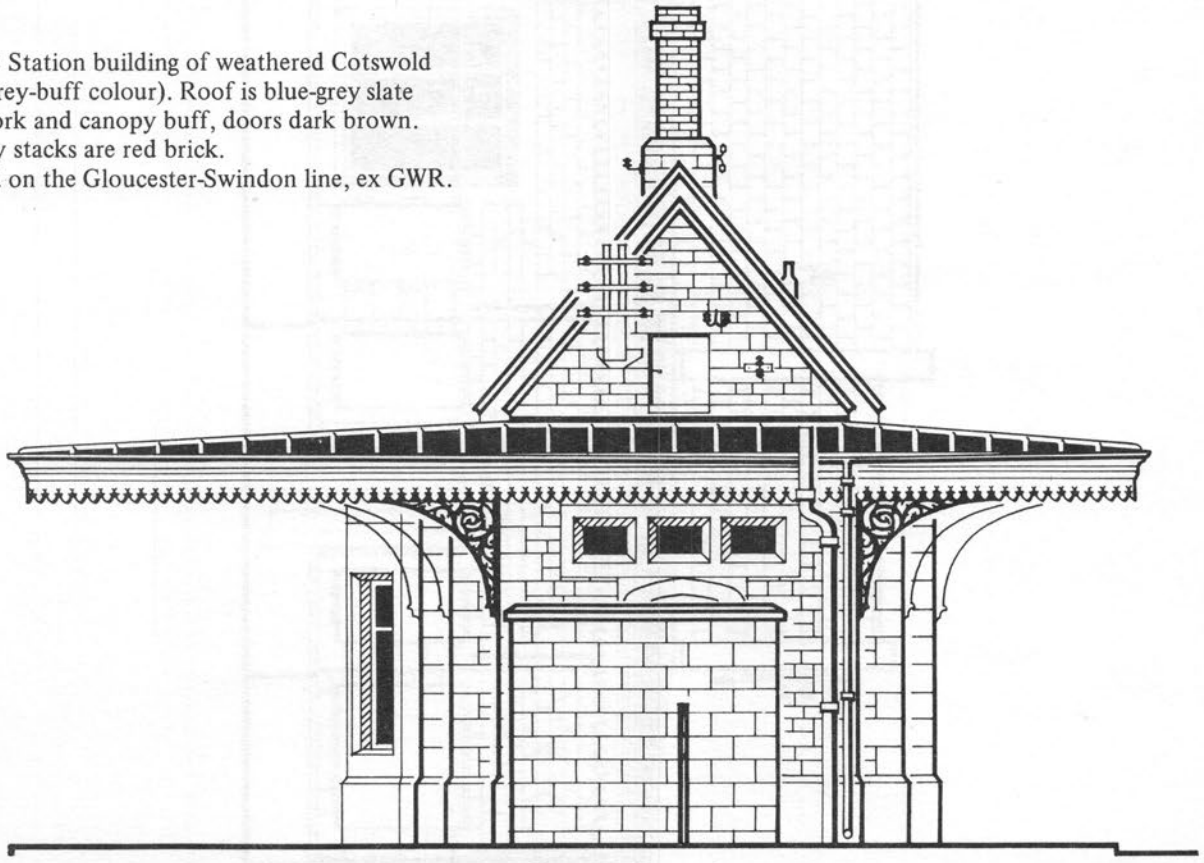
NOTES: Level crossing gates are identical, and are painted white. Metal hinges and fittings are black.

STATION – Brimscombe GWR



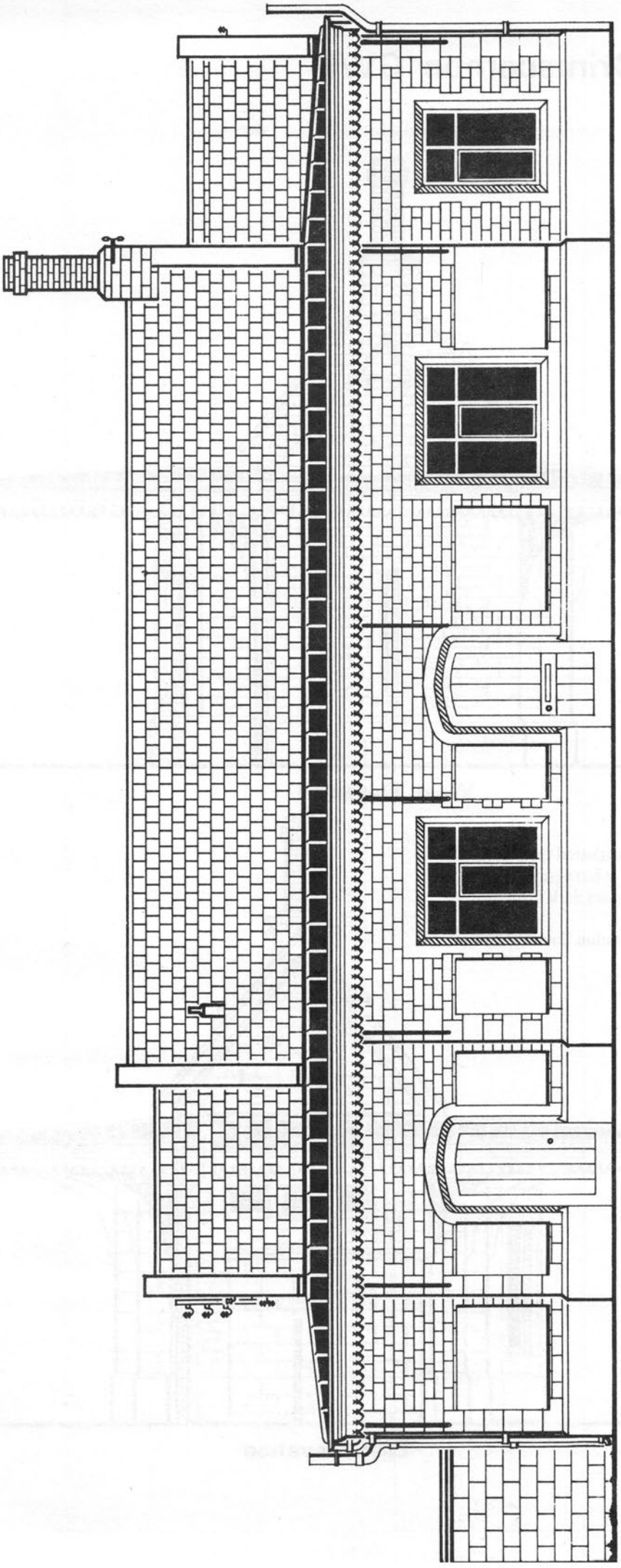
West Elevation

NOTES: Station building of weathered Cotswold stone (grey-buff colour). Roof is blue-grey slate Woodwork and canopy buff, doors dark brown. Chimney stacks are red brick.
Situated on the Gloucester-Swindon line, ex GWR.



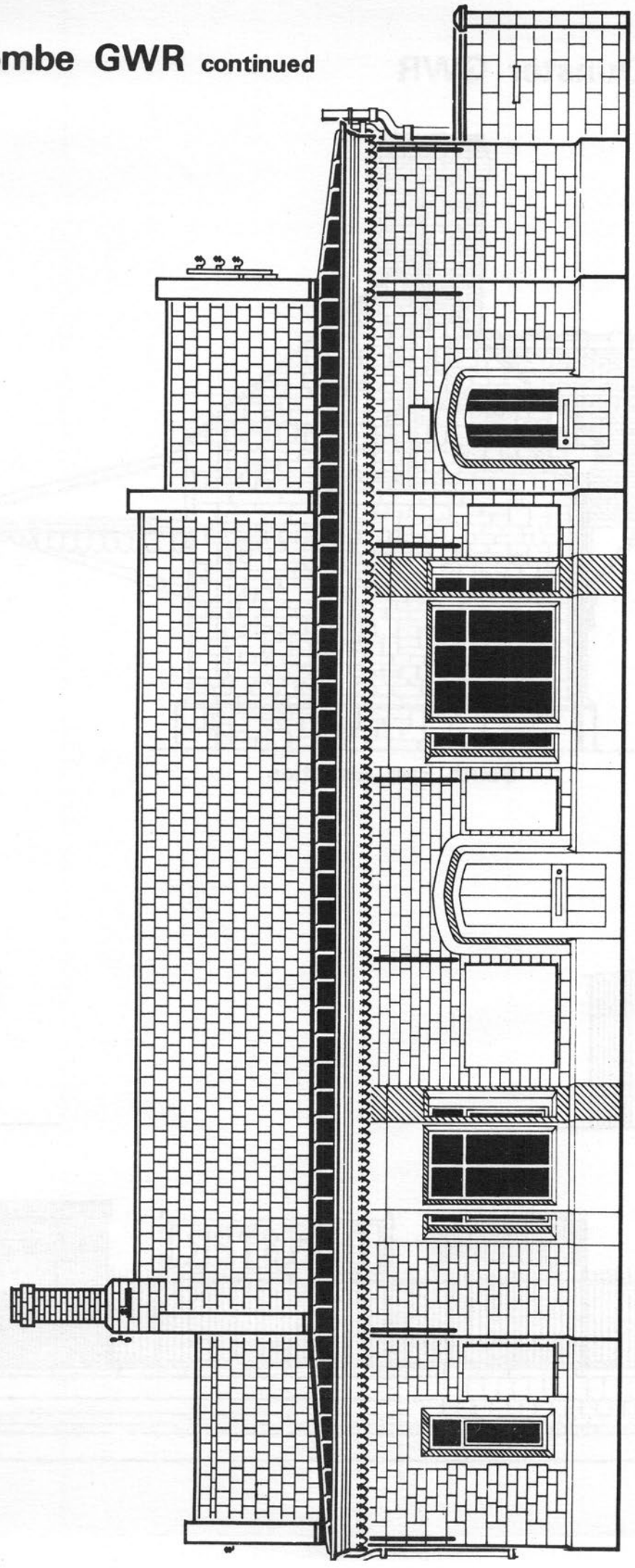
East Elevation

STATION –



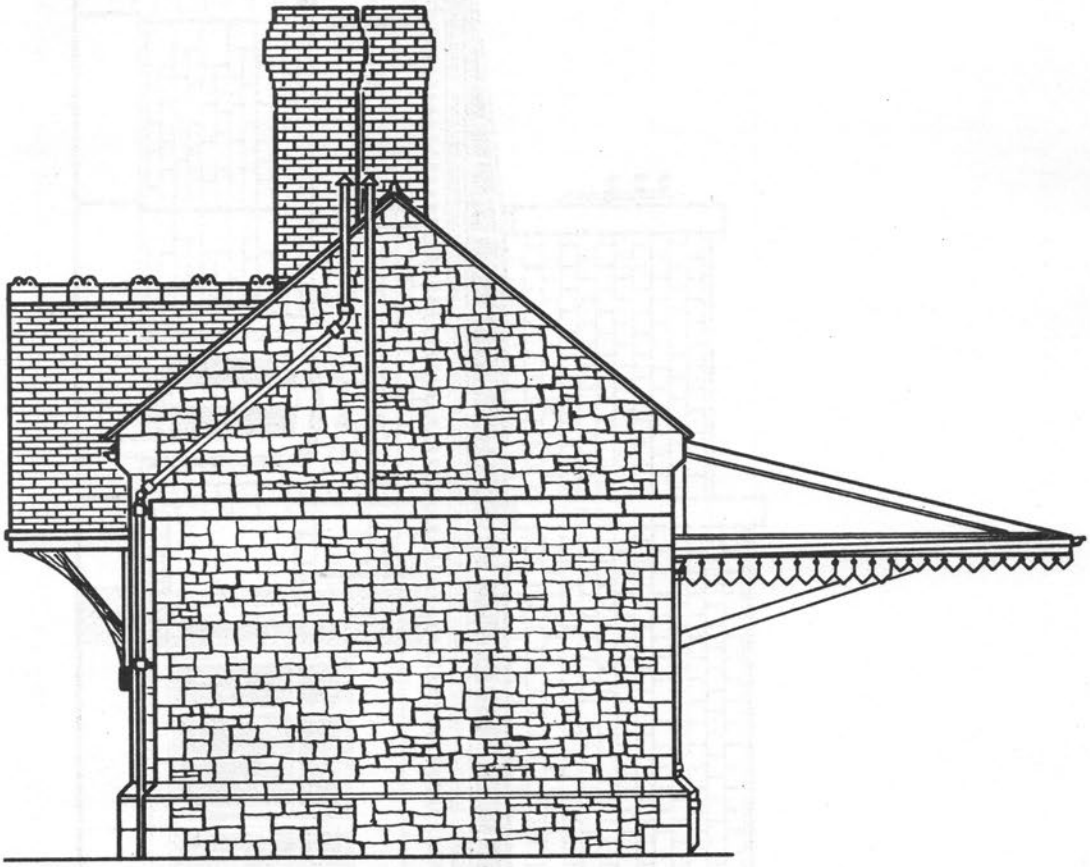
North Elevation

Brimscombe GWR continued

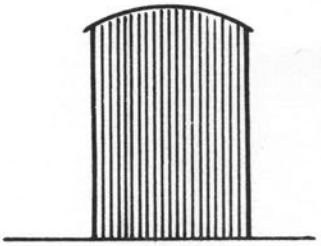


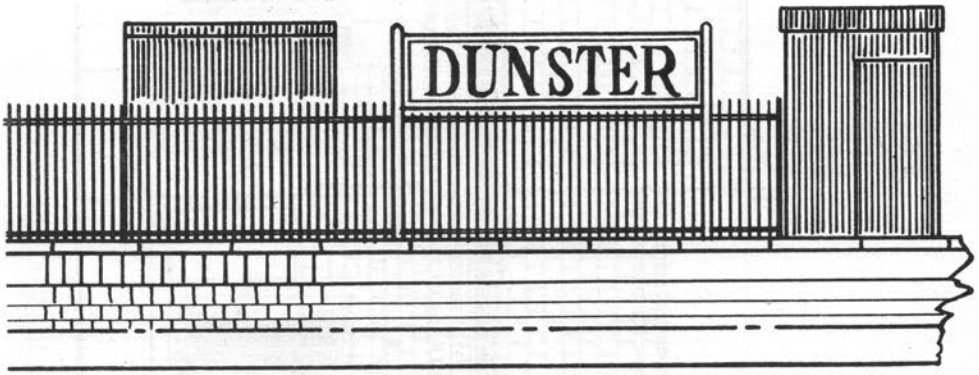
South Elevation

STATION – Dunster GWR

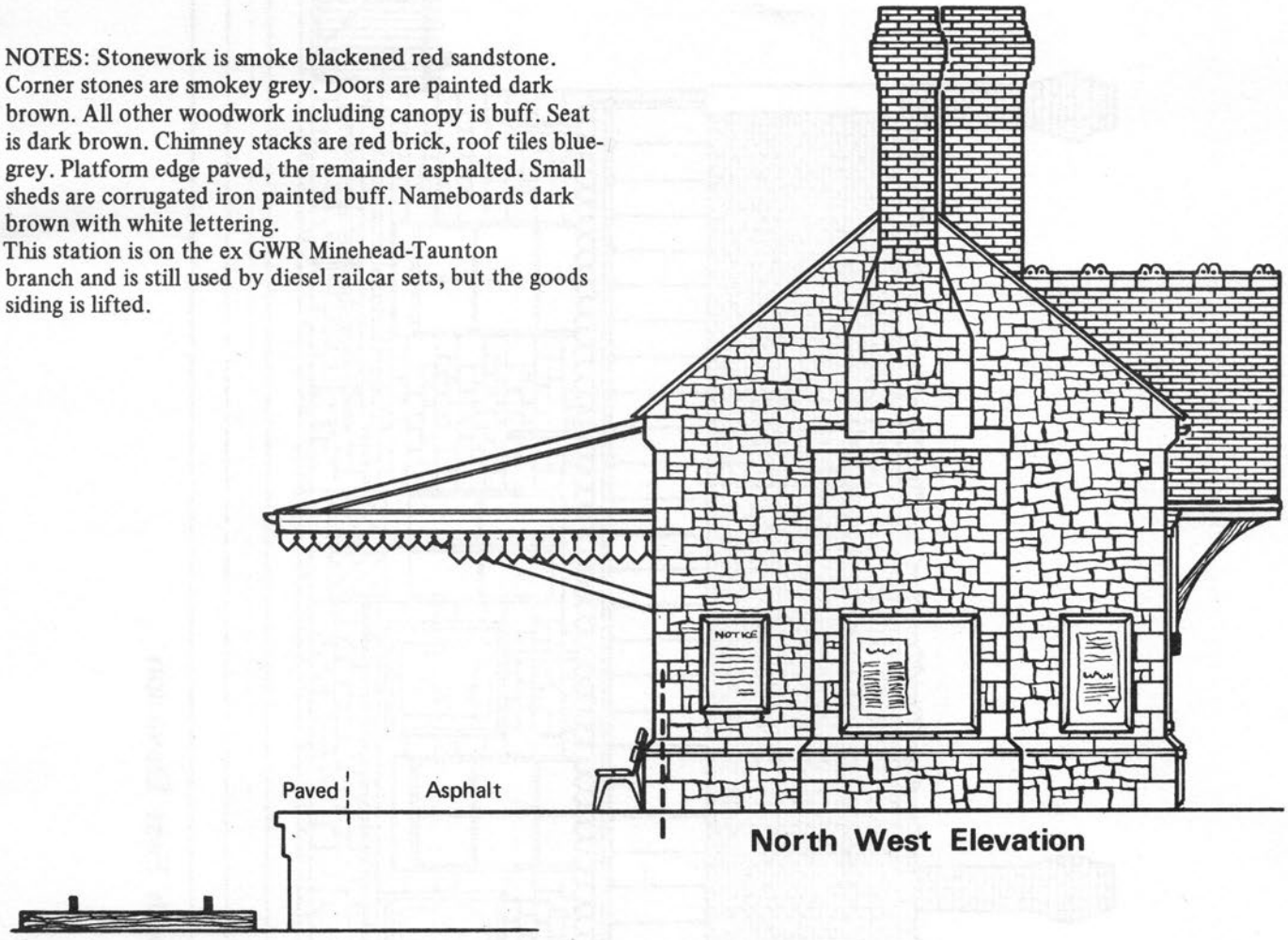


South East Elevation

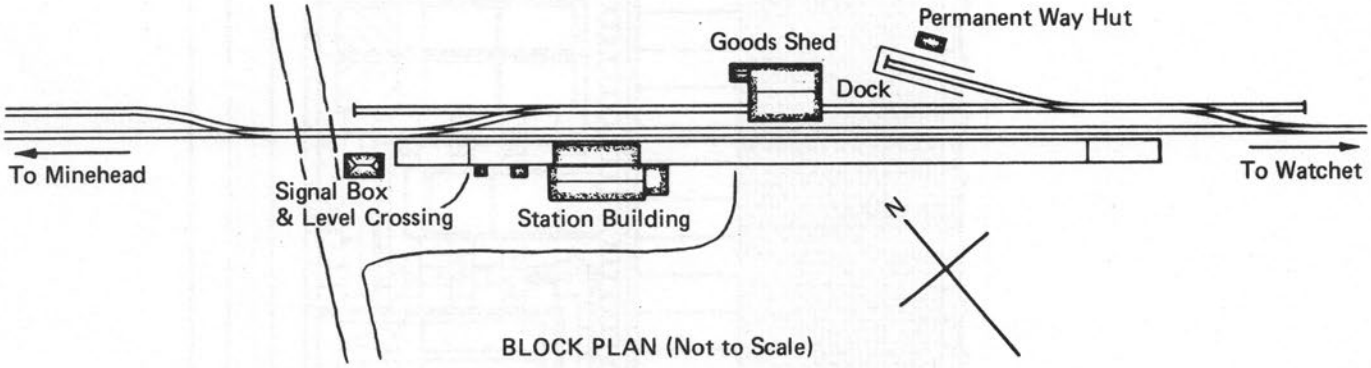




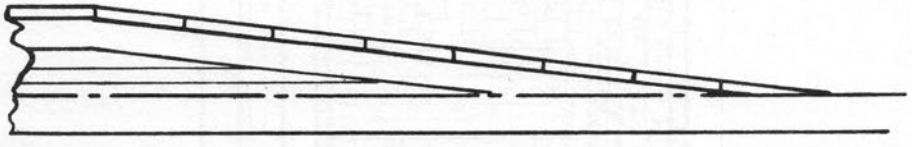
NOTES: Stonework is smoke blackened red sandstone. Corner stones are smokey grey. Doors are painted dark brown. All other woodwork including canopy is buff. Seat is dark brown. Chimney stacks are red brick, roof tiles blue-grey. Platform edge paved, the remainder asphalted. Small sheds are corrugated iron painted buff. Nameboards dark brown with white lettering.
This station is on the ex GWR Minehead-Taunton branch and is still used by diesel railcar sets, but the goods siding is lifted.



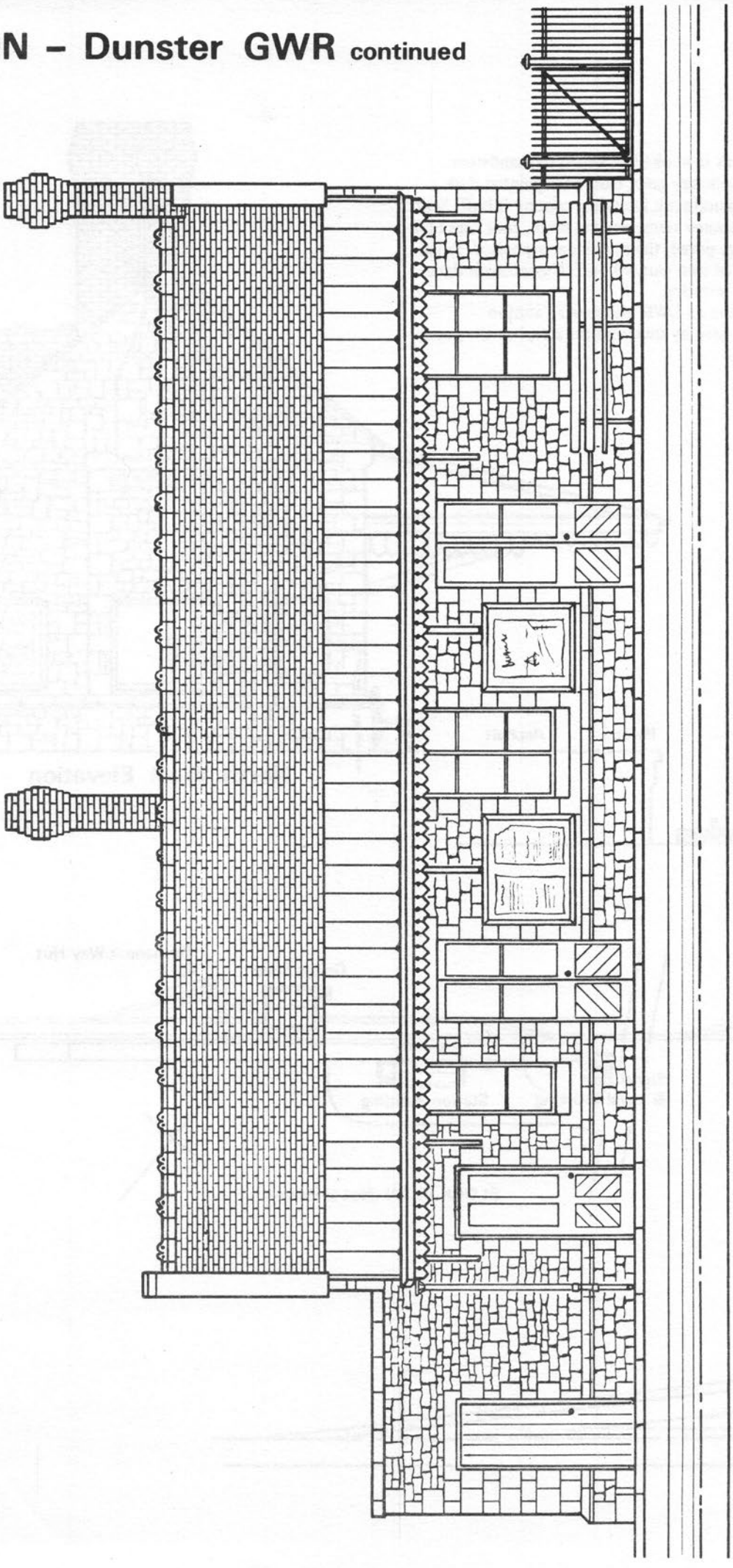
North West Elevation



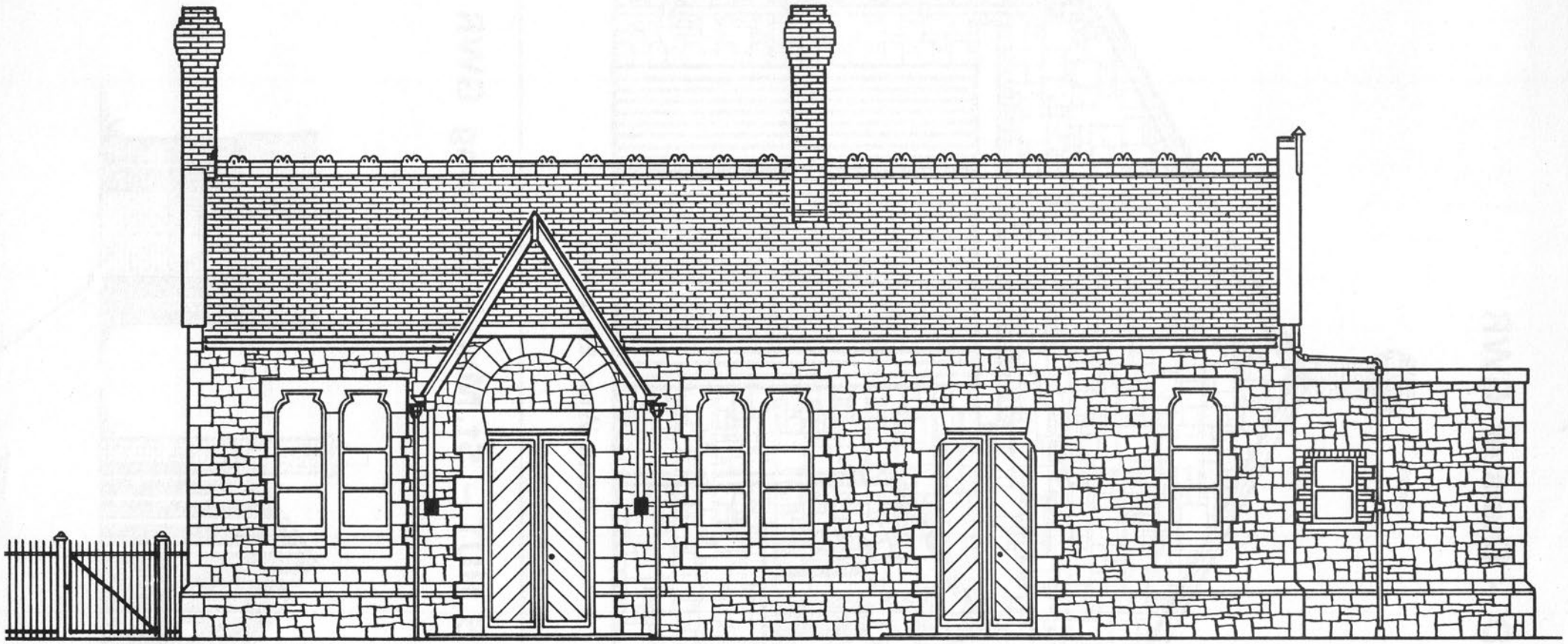
BLOCK PLAN (Not to Scale)



STATION – Dunster GWR continued

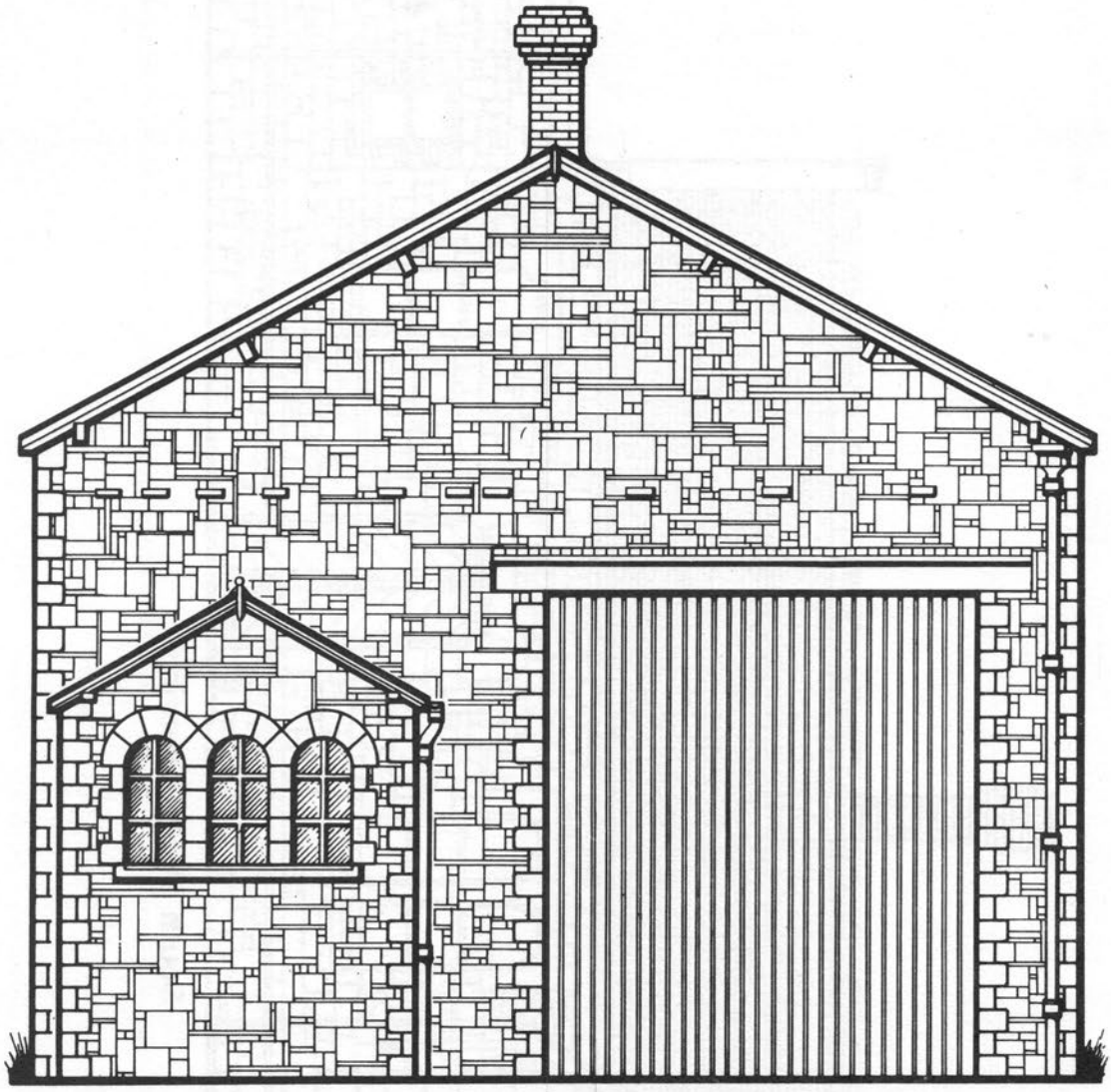


North East Elevation



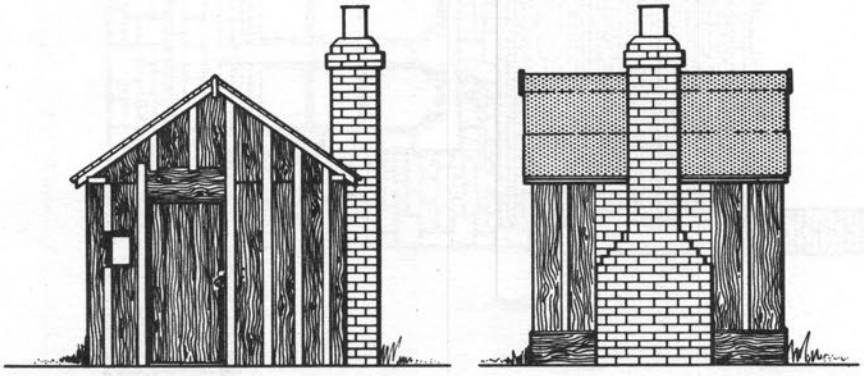
South West Elevation

GOODS SHED – Dunster GWR

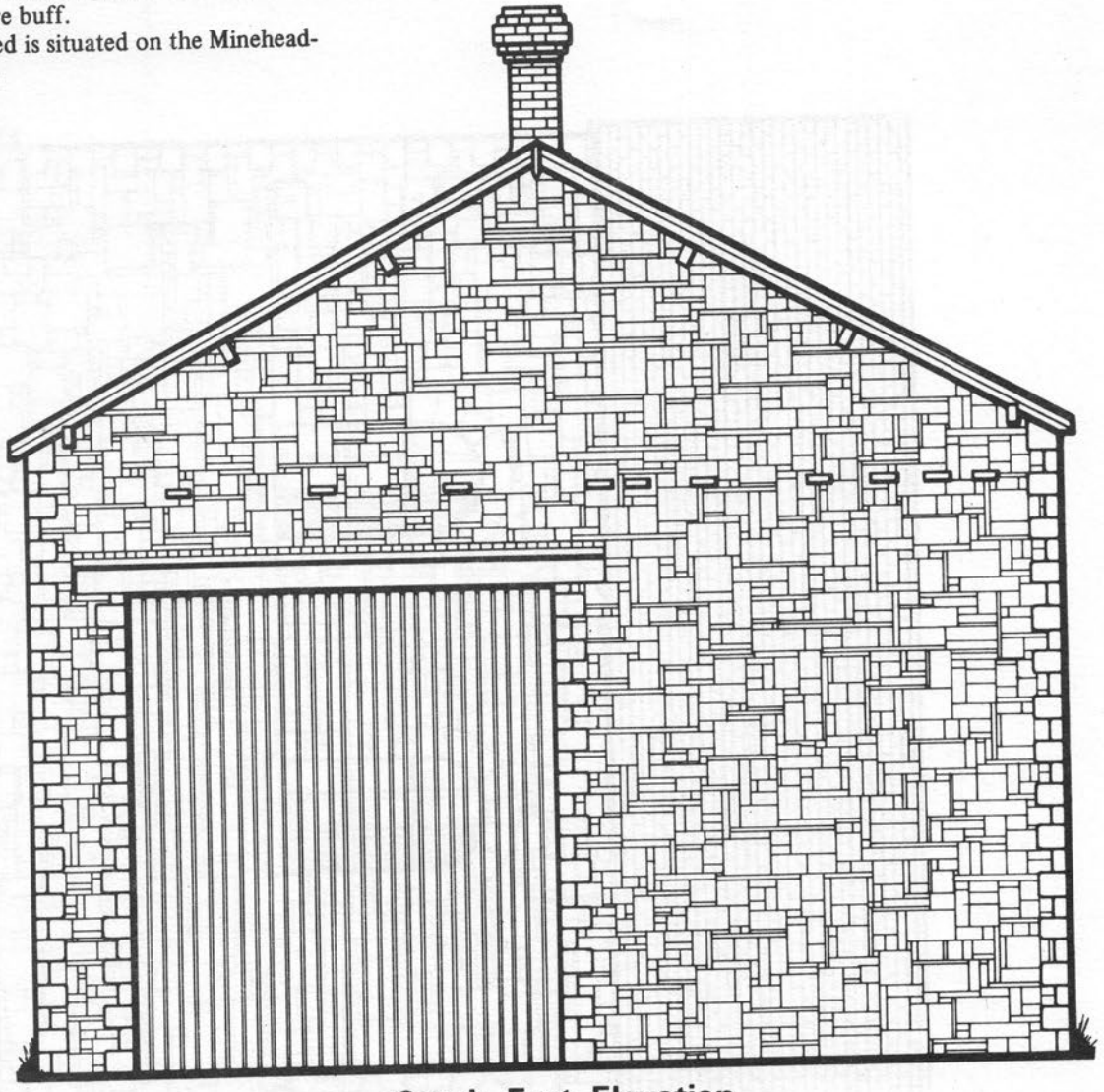


North West Elevation

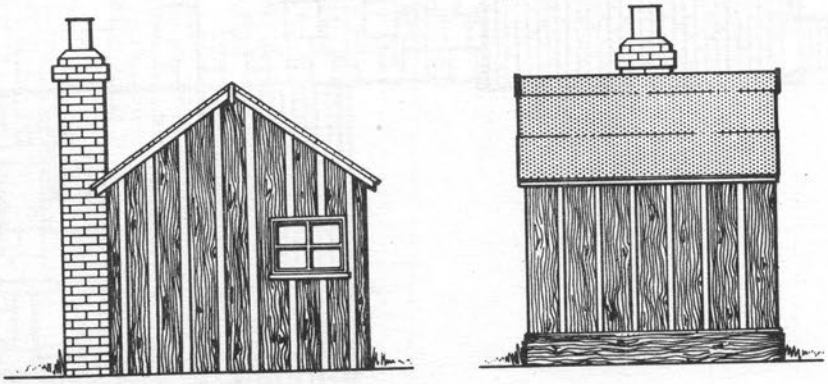
PLATELAYERS HUT – St. Mary's Crossing GWR



NOTES: Stonework is smoke-blackened red sandstone. Corner stones are smokey grey. Doors are wooden, painted dark brown. Chimney stack is of red brick, and roof tiles are blue-grey slate. Bargeboards and down-pipes are buff.
The goods shed is situated on the Minehead-Taunton line.

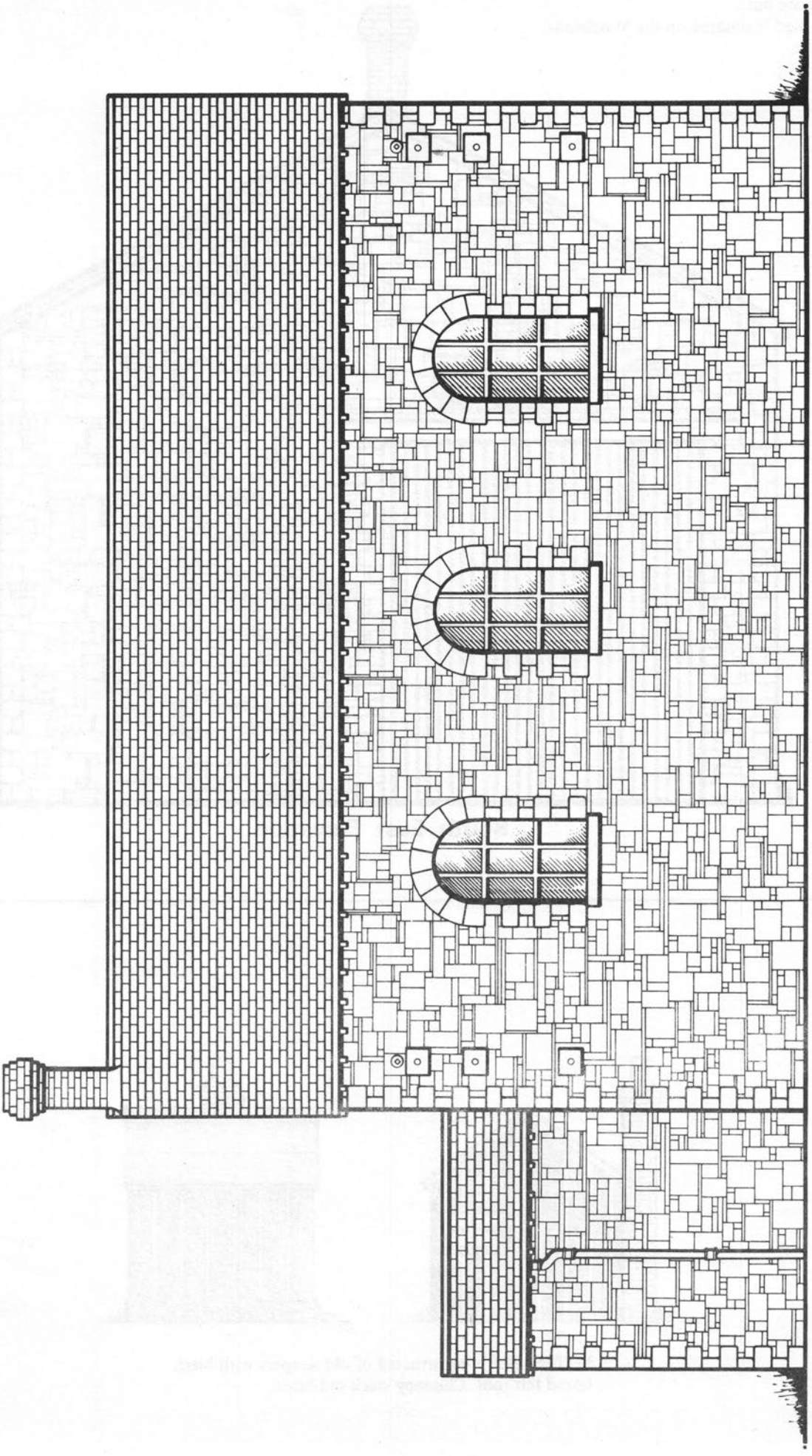


South East Elevation

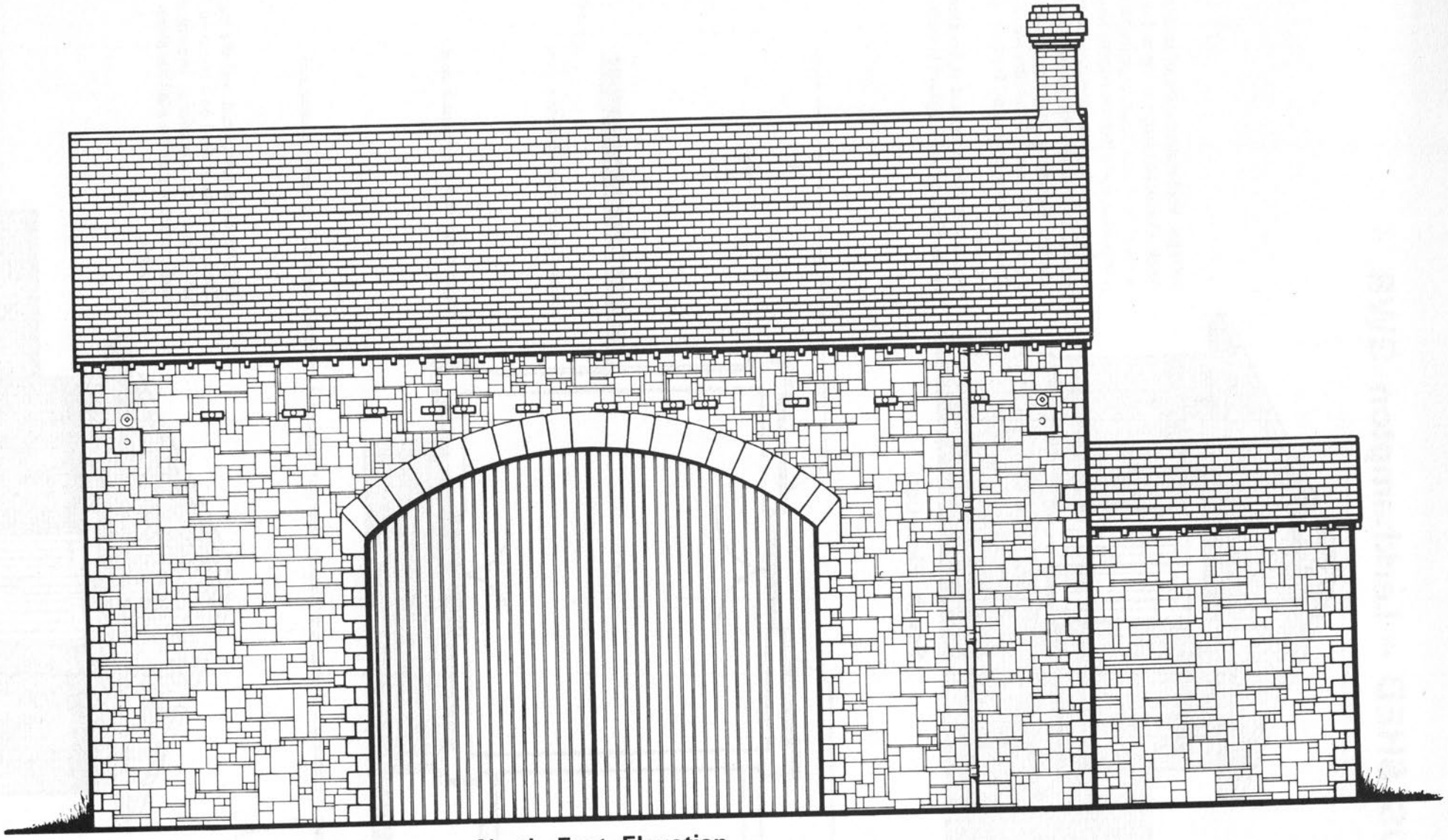


NOTES: Hut is constructed of old sleepers with black tarred felt roof. Chimney stack red brick.

GOODS SHED – Dunster GWR continued



South West Elevation



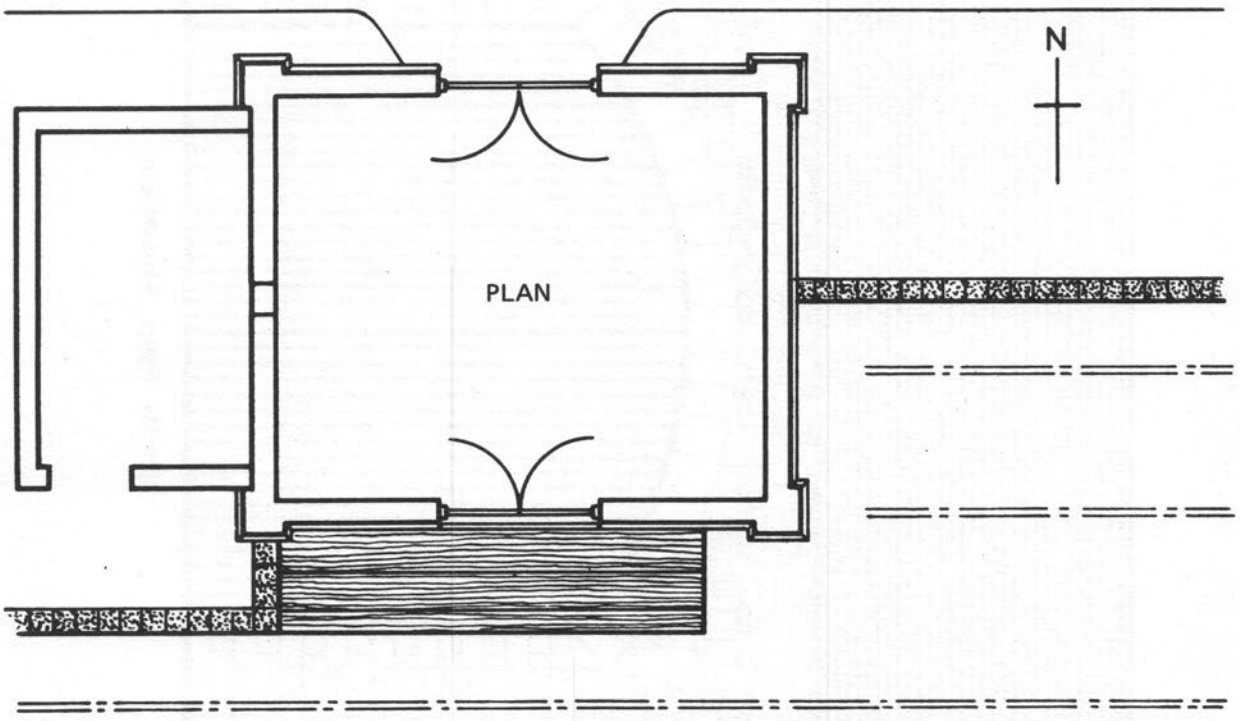
North East Elevation

GOODS SHED – Leckhampton GWR

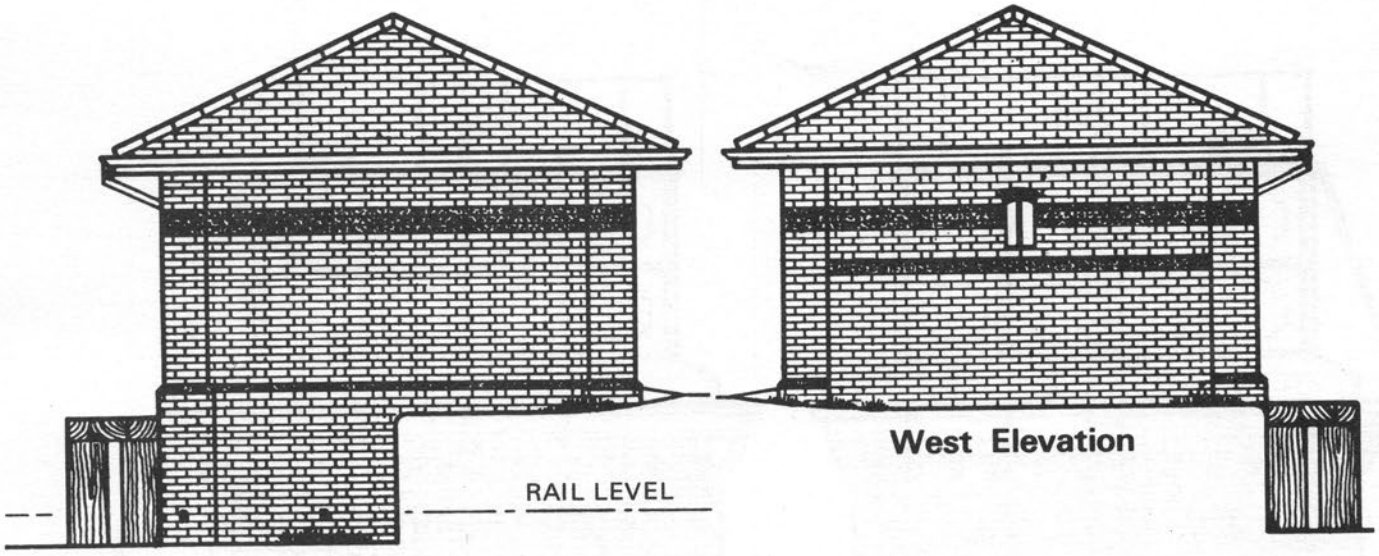
South Elevation

NOTES: Wall construction of medium red brick. Decorative strips at top and foot of walls of hard blue brick. Capping bricks of compound, and platform edging, also of hard blue brick. Doors and door lintels painted dark brown. Single iron bar in window. Guttering, bargeboards and down-pipes painted buff. Ridge tiles are dark blue. Roof is of blue-grey slate. Timber staging is creosoted.

This goods shed is the one at Leckhampton on the Cheltenham-Kingham branch of the GWR which is now closed, and the track lifted. The shed is sited on a two road dock behind the station platform. The unloading road continues past the shed for about 12 yards.



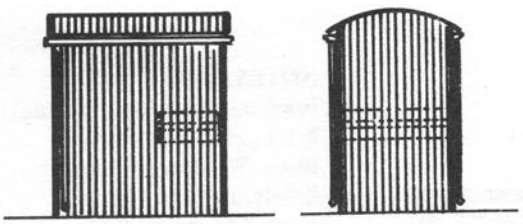
North Elevation

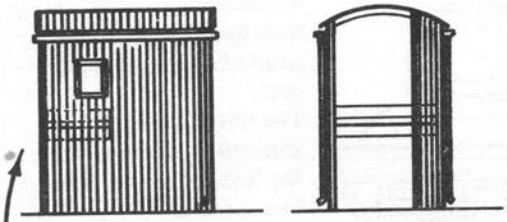


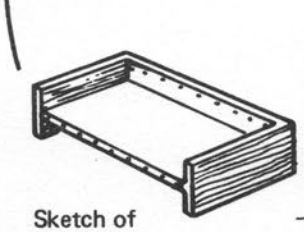
East Elevation

West Elevation

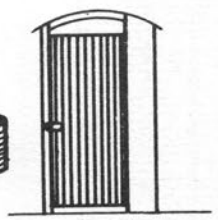
LAMP HUT – Leckhampton GWR







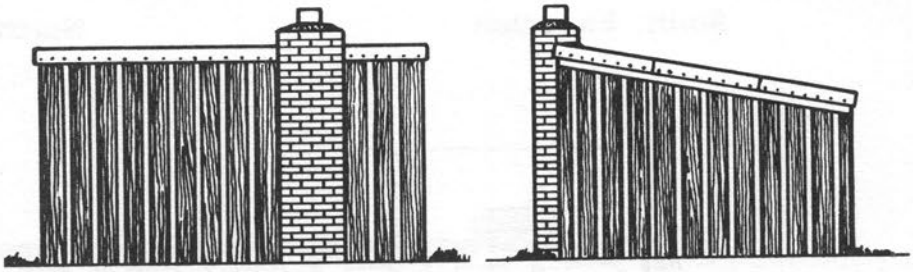
Sketch of Lamp Tray

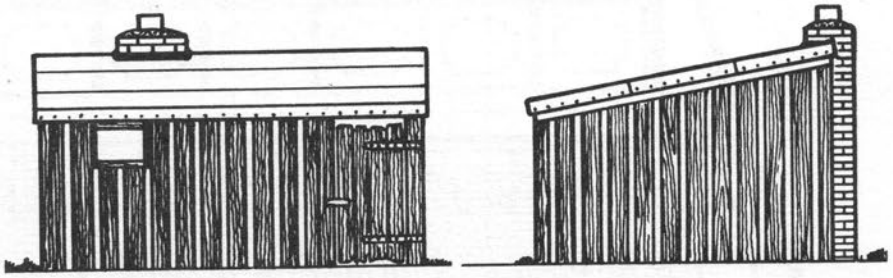


Detail of door

NOTES: The lamp hut is constructed of corrugated iron on an angle iron frame. The whole hut is painted buff except the roof which is tarred black.

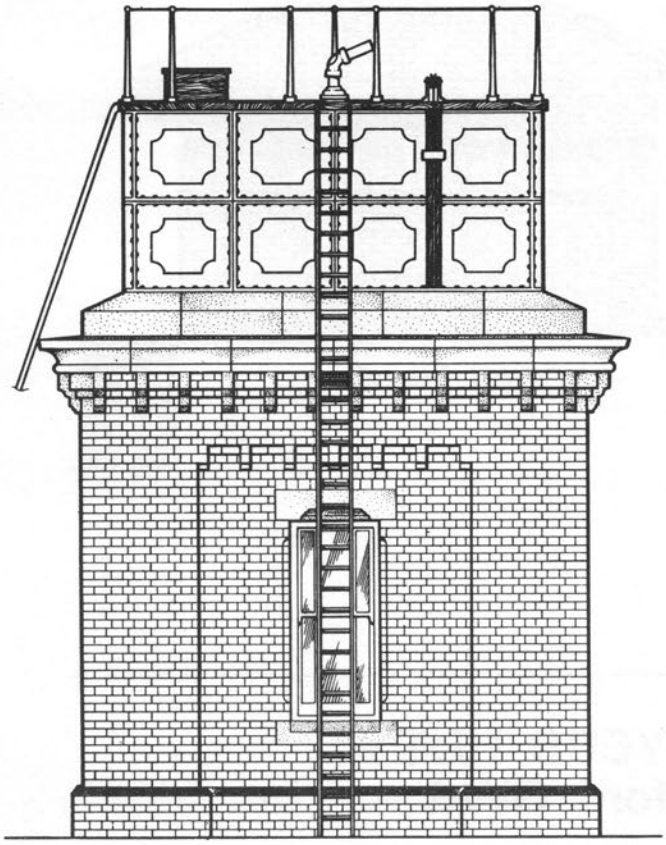
PLATELAYERS HUT – Andoversford GWR



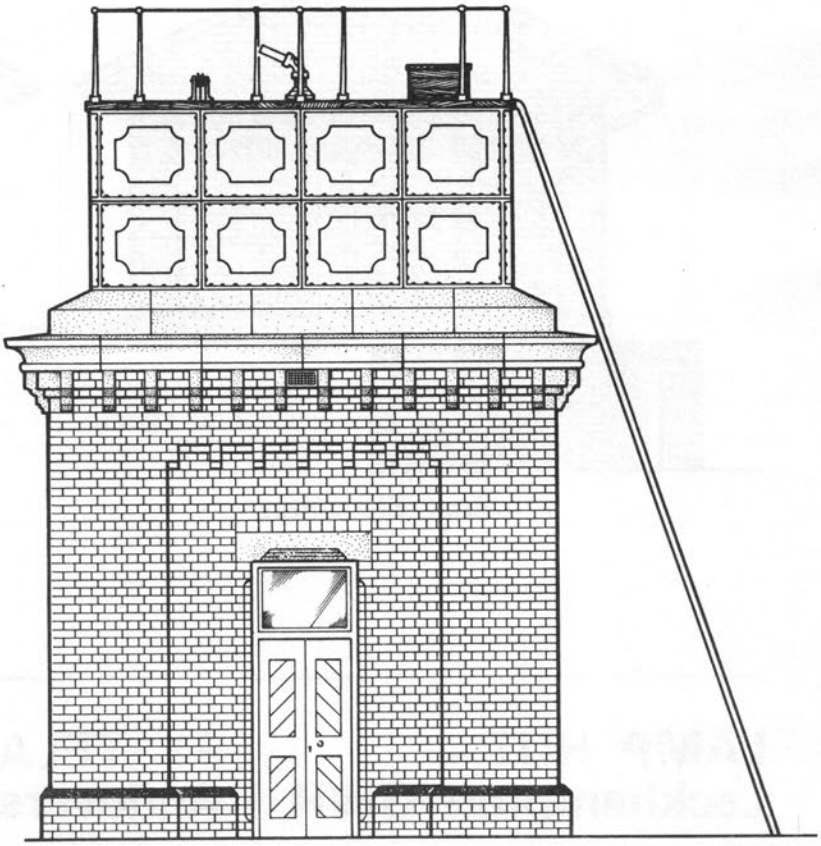


NOTES: The platelayers hut is built from sleepers, with a wooden capping strip over each joint. The chimney stack is dirty red brick, and the chimney pot earthenware.
The roof is covered with black tarred roofing felt.

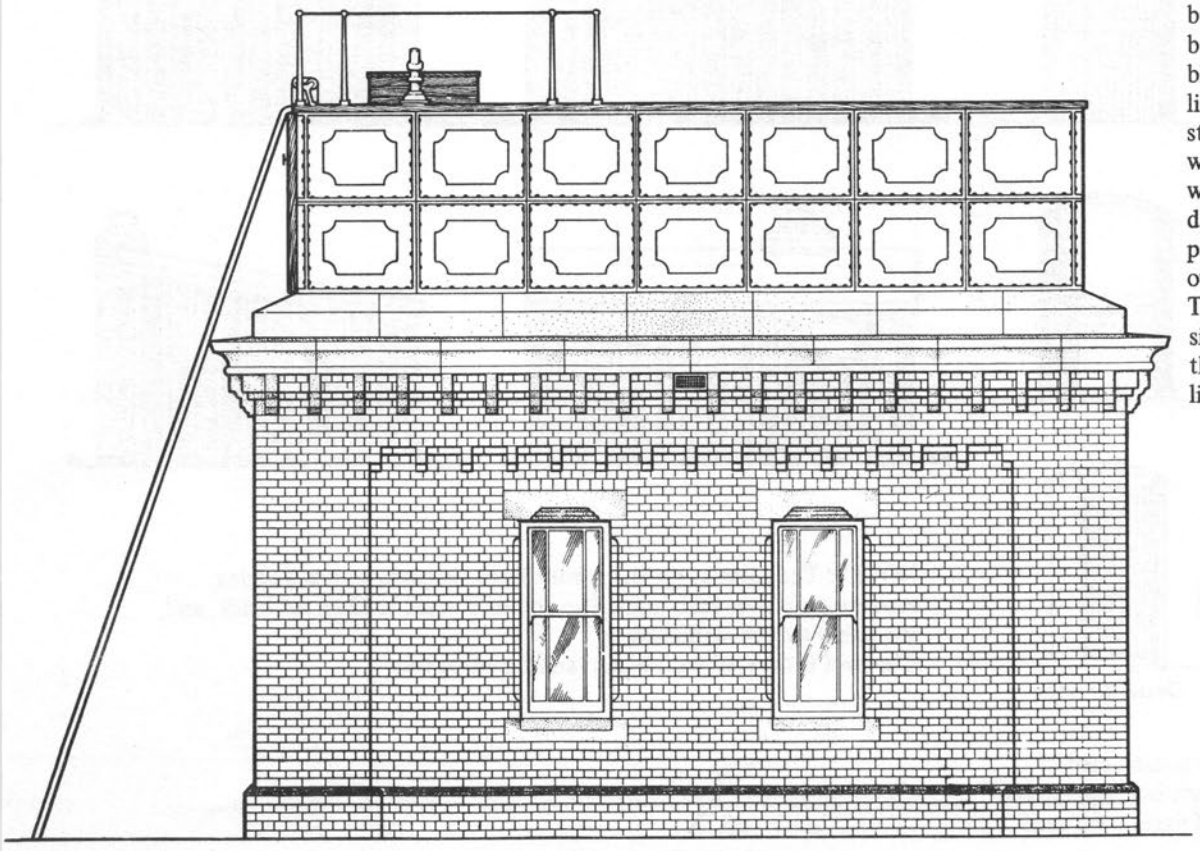
WATER TOWER – Ashchurch LMS



South Elevation

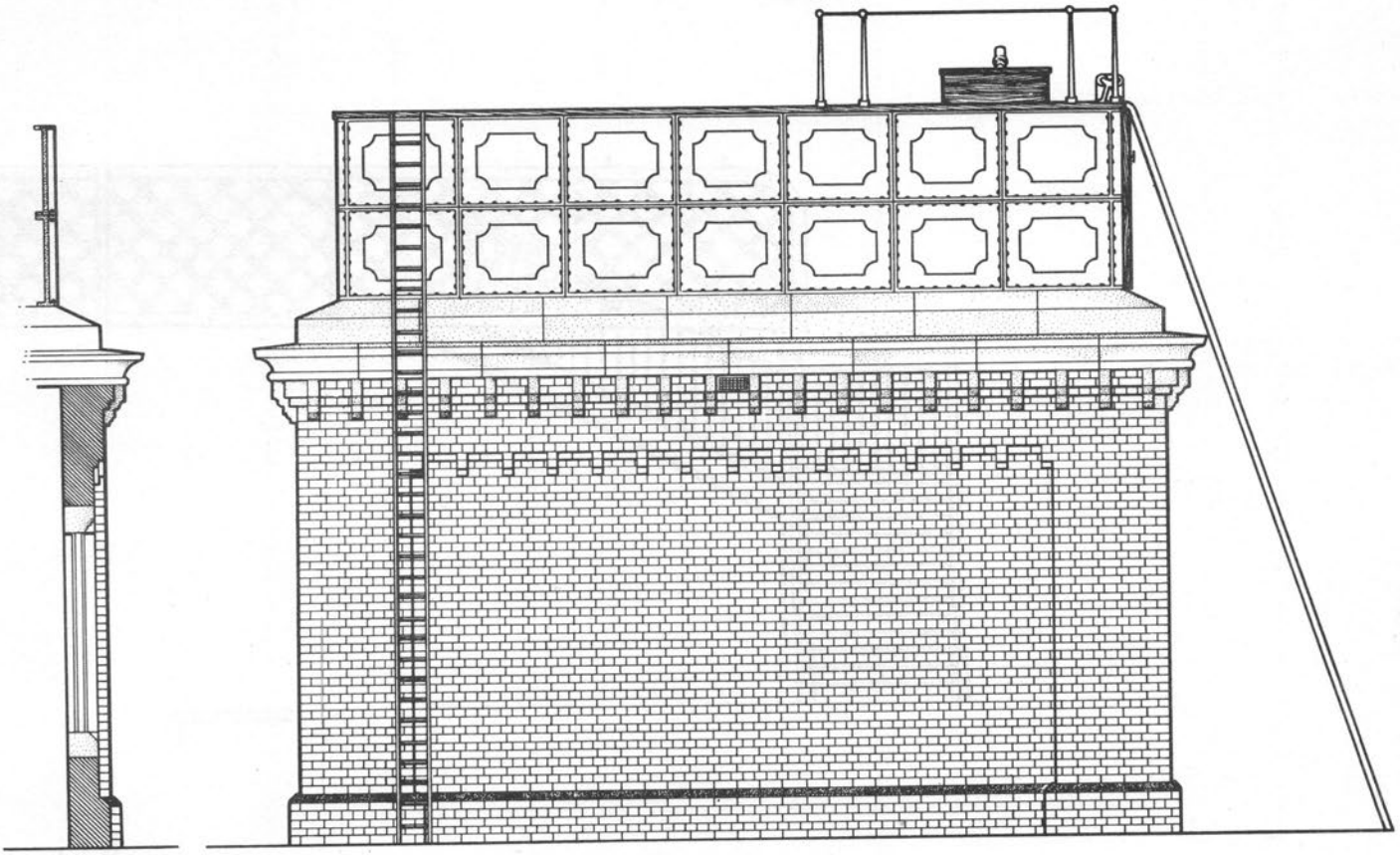


North Elevation



East Elevation

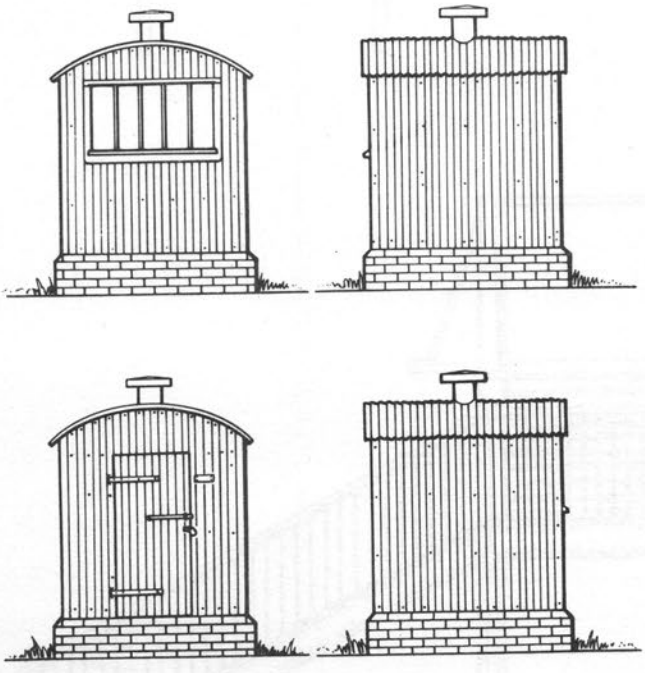
NOTES: Walls of yellow brick construction. Capping bricks at foot of walls black. Window sills and lintels are beige coloured stone. Coping stones weathered grey. Door and window frames buff. Doors dark brown. Water tank painted dark brown all over.
The water tower is situated at Ashchurch on the Birmingham-Bristol line, ex-LMS.



Section

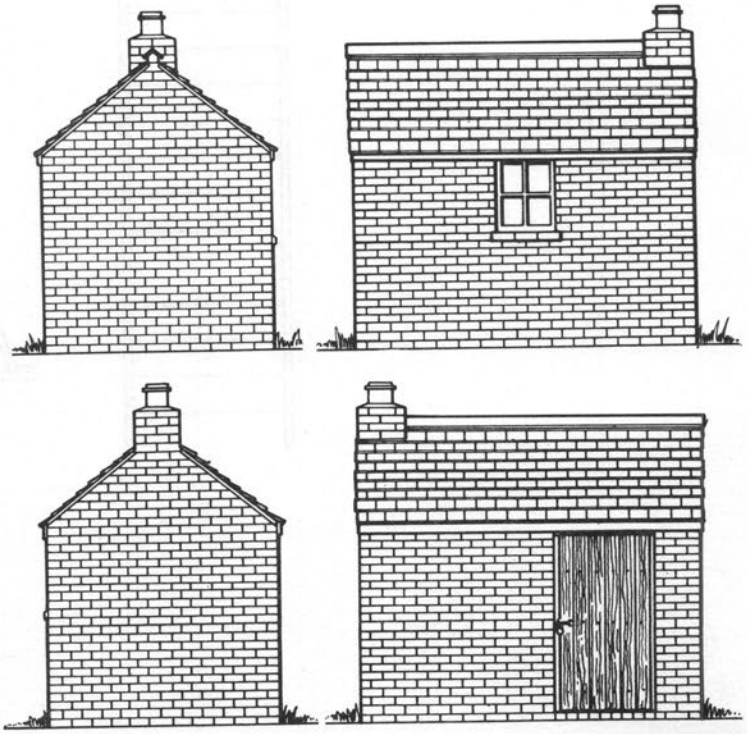
West Elevation

LAMP HUT – Eckington LMS



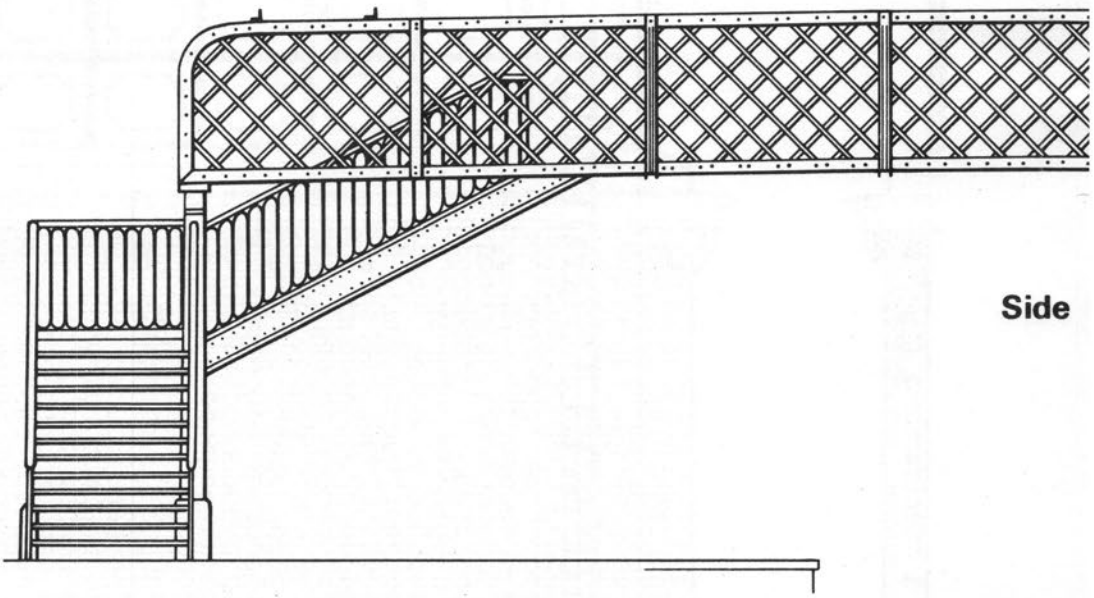
NOTES: The lamp hut is constructed of corrugated iron on an angle iron frame. The hut is painted buff with a black tarred roof.

PLATELAYERS HUT – Wadborough LMS

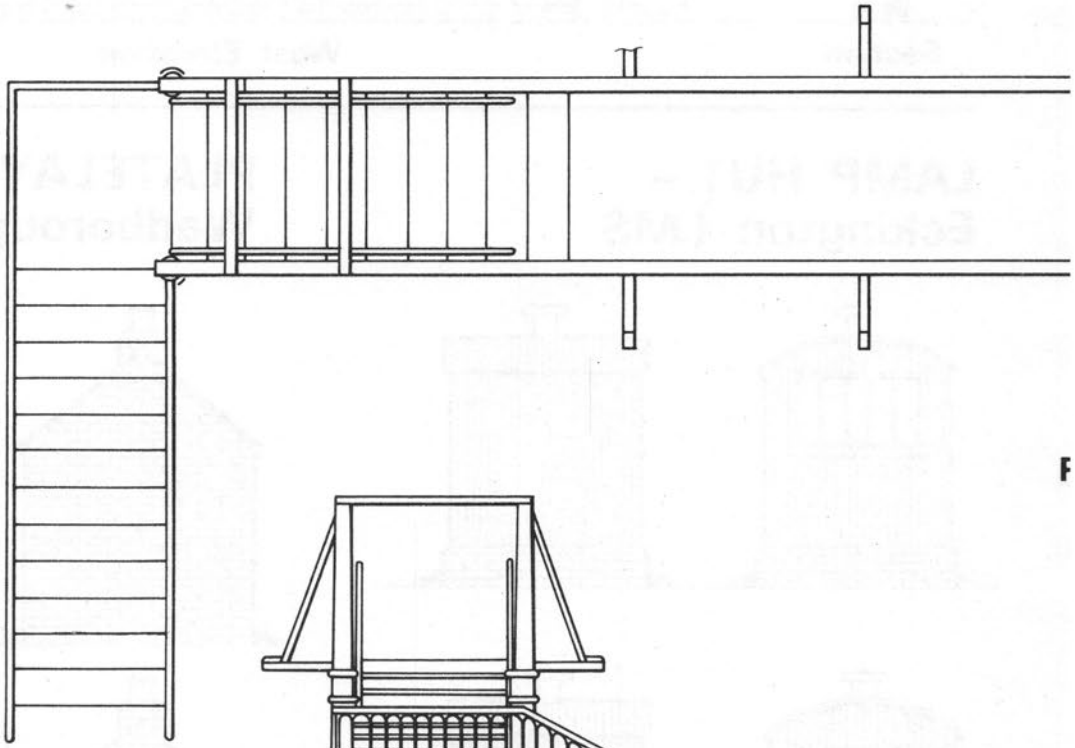


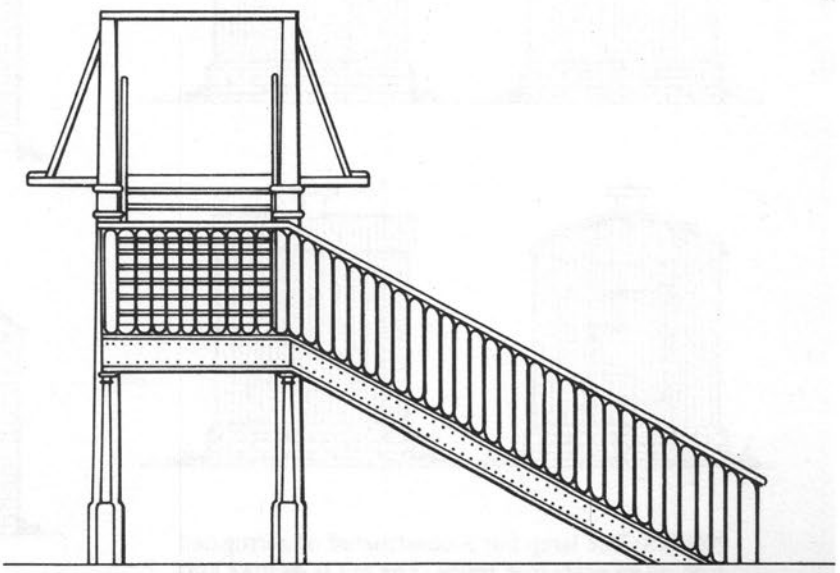
NOTES: The hut is built from red brick with all woodwork dark brown. The roof is blue-grey slate.

FOOTBRIDGE – Ashchurch LMS

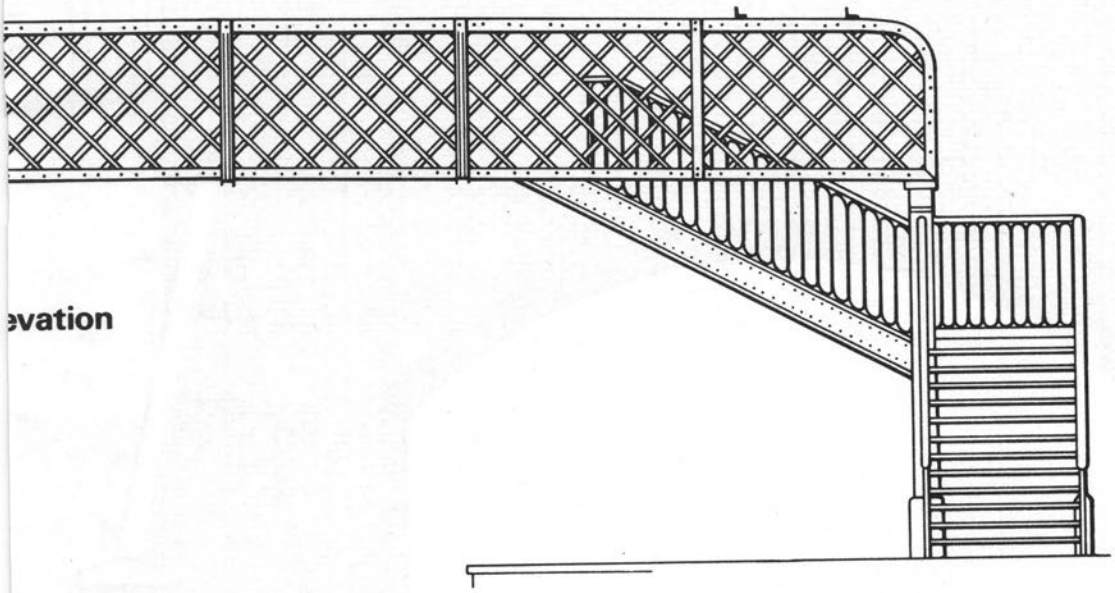


Side

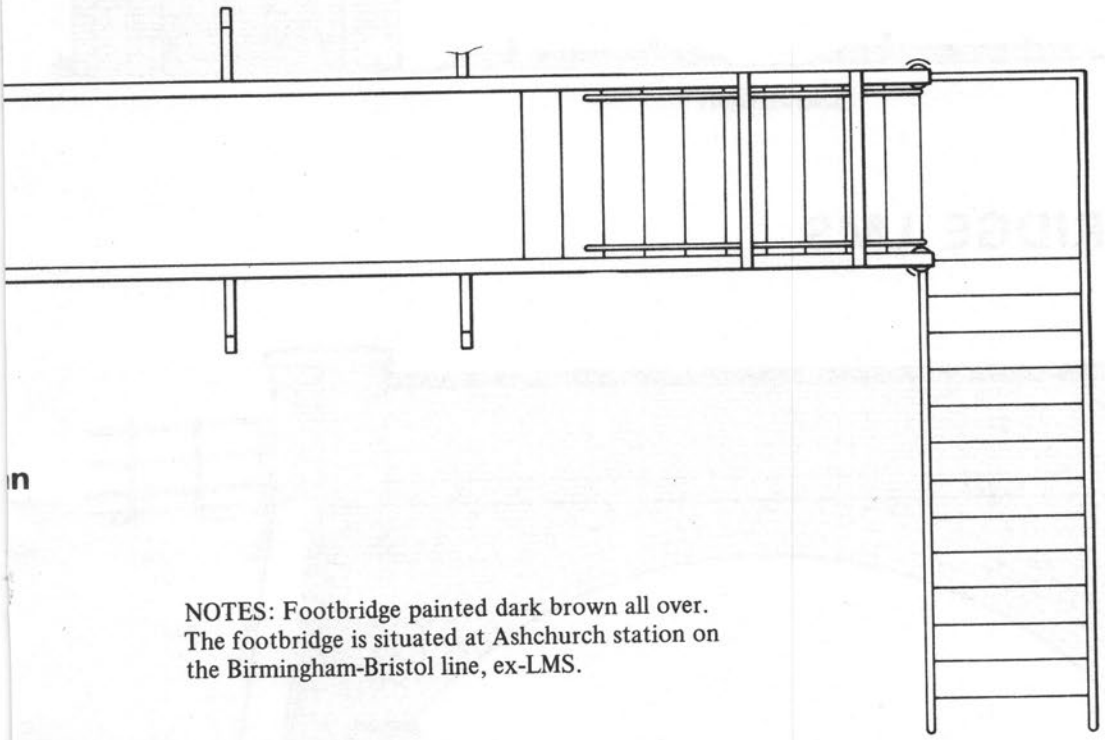




End Elevation



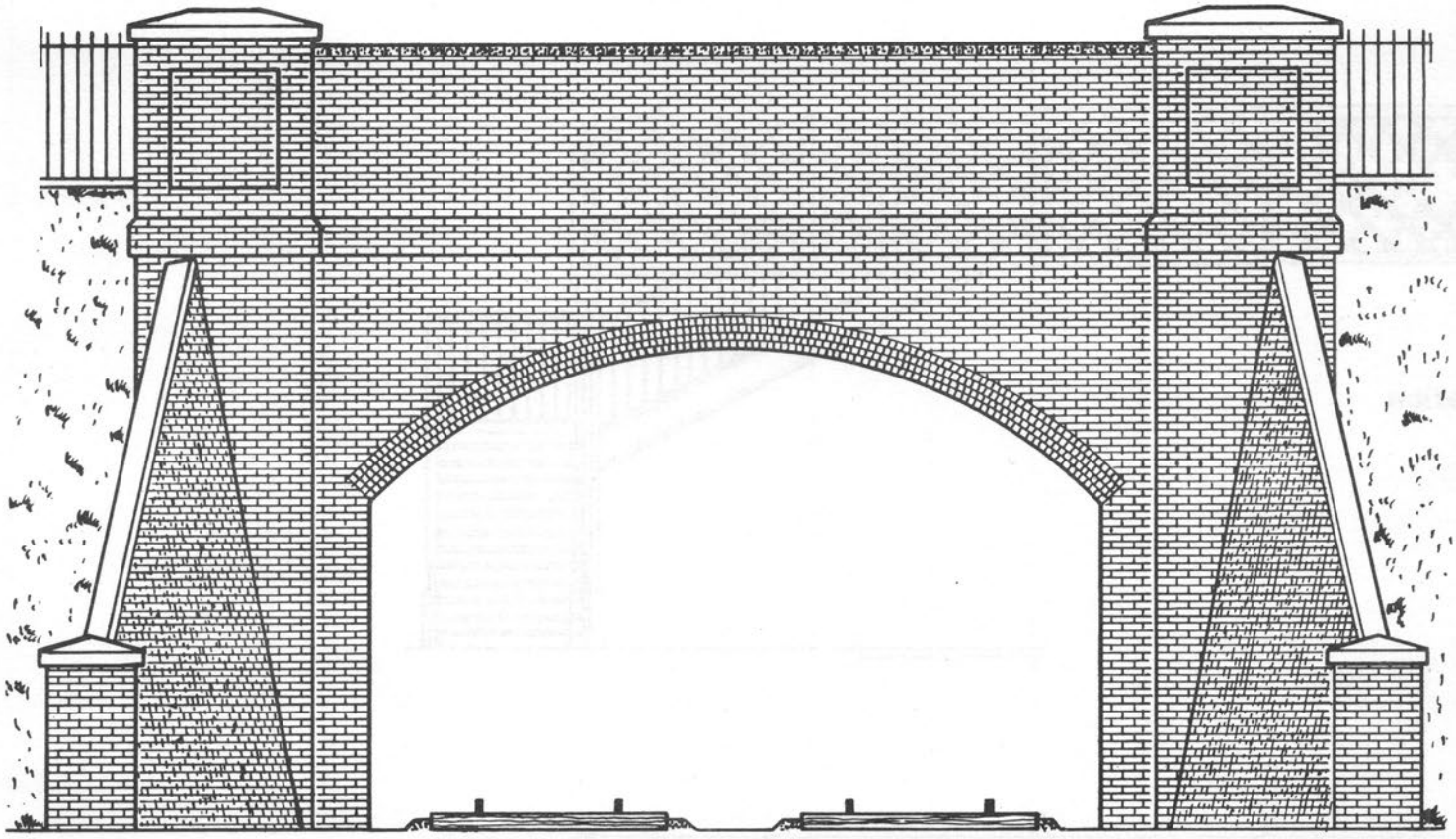
evation



n

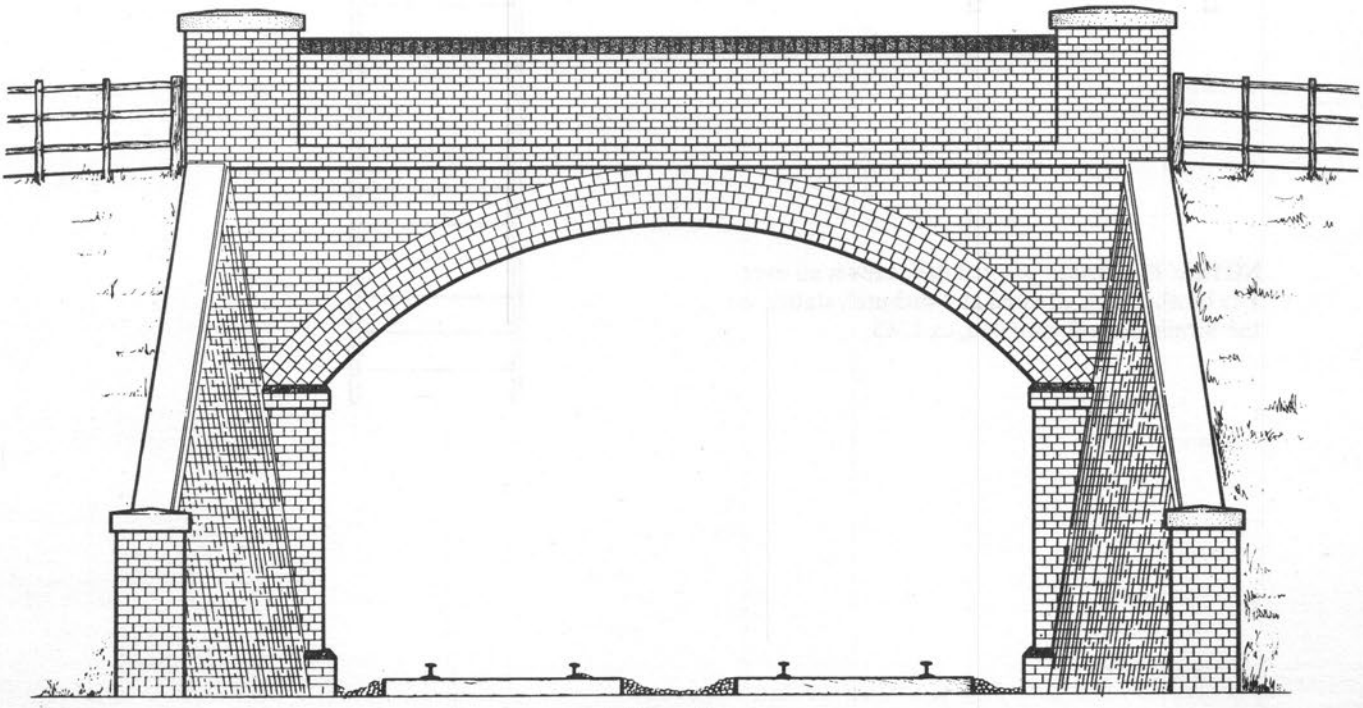
NOTES: Footbridge painted dark brown all over. The footbridge is situated at Ashchurch station on the Birmingham-Bristol line, ex-LMS.

ROAD OVERBRIDGE GWR

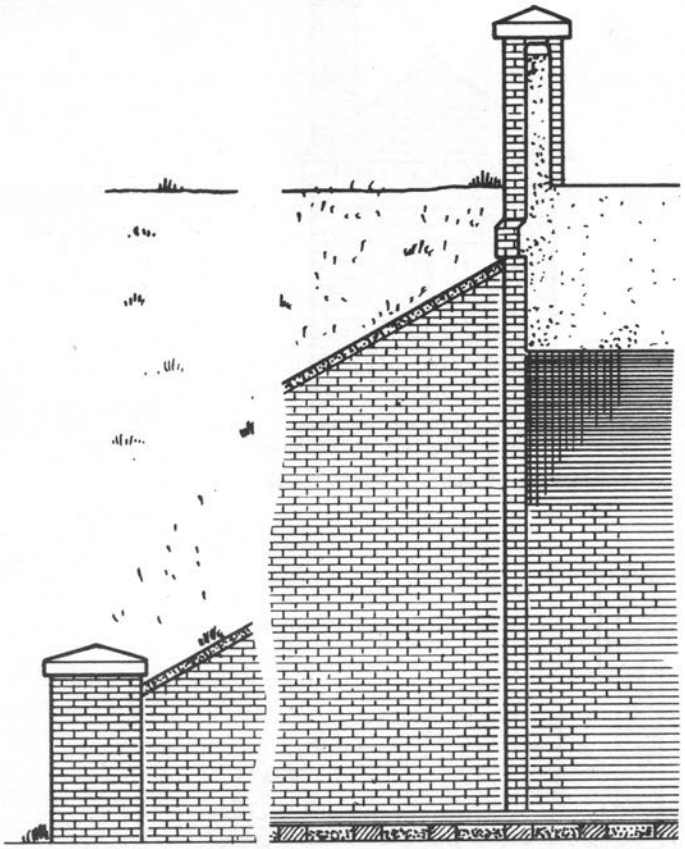


Elevation

ROAD OVERBRIDGE LMS

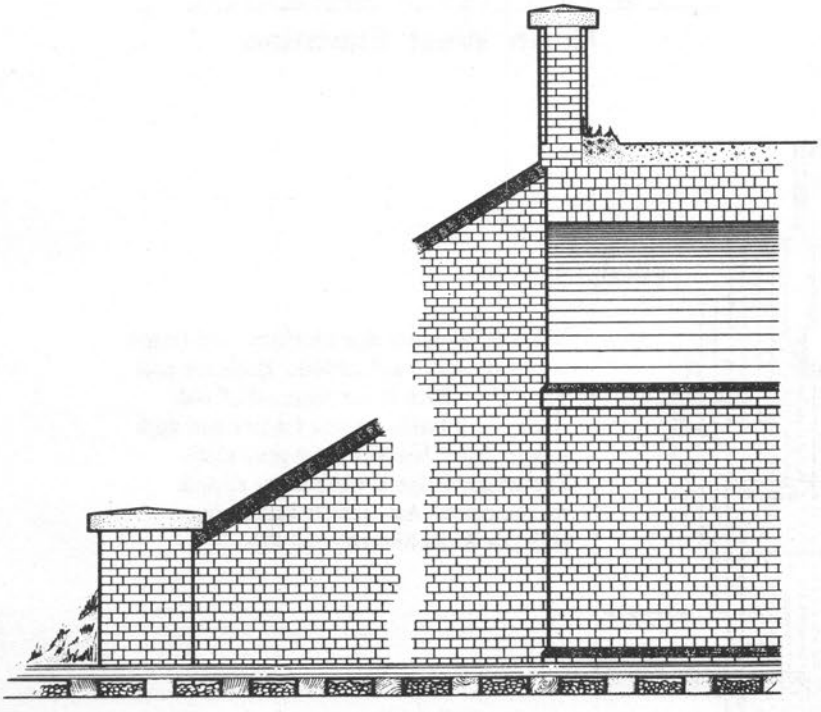


Elevation



Section

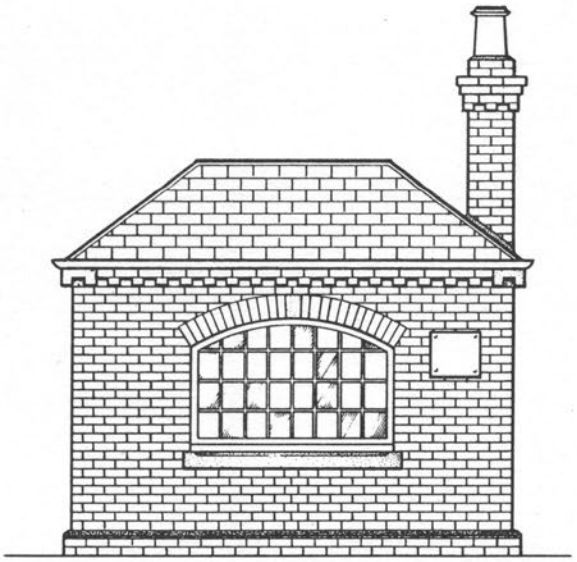
NOTES: The bridge is built of red brick, except for the capping bricks on the parapet and sidewalls, which are hard blue brick.



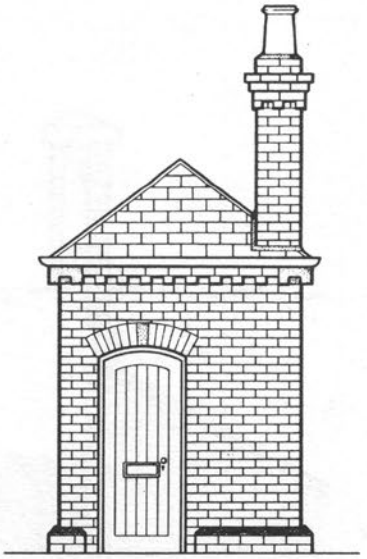
Section

NOTES: The bridge is built entirely of red brick, weathered and dirty in places.
It is situated near Ripple, on the Tewkesbury branch, ex-LMS.

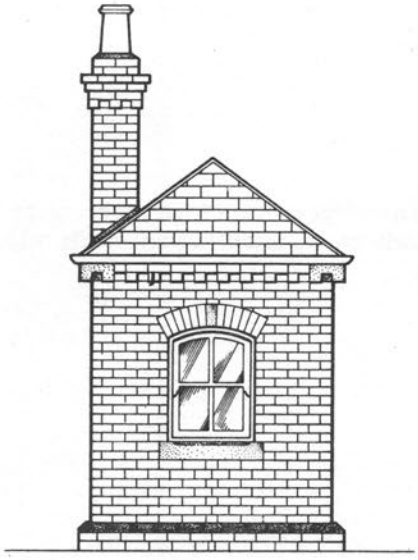
WEIGHBRIDGE – Ripple LMS



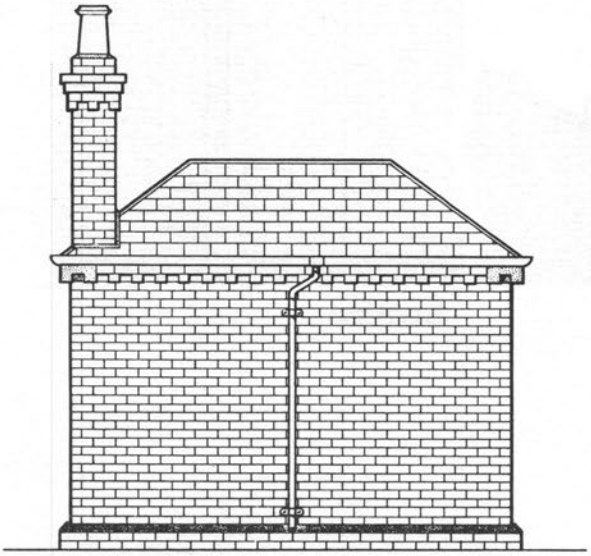
South East Elevation



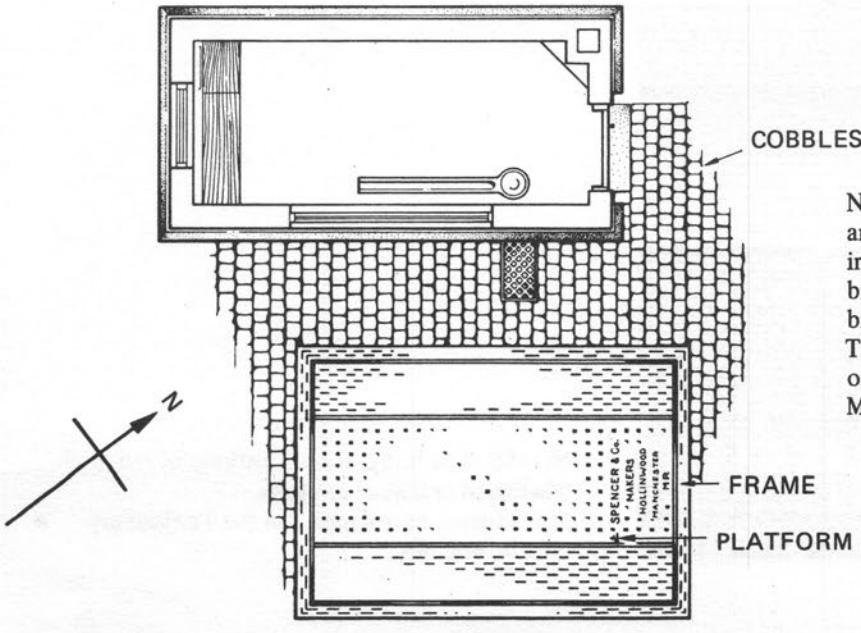
North East Elevation



South West Elevation



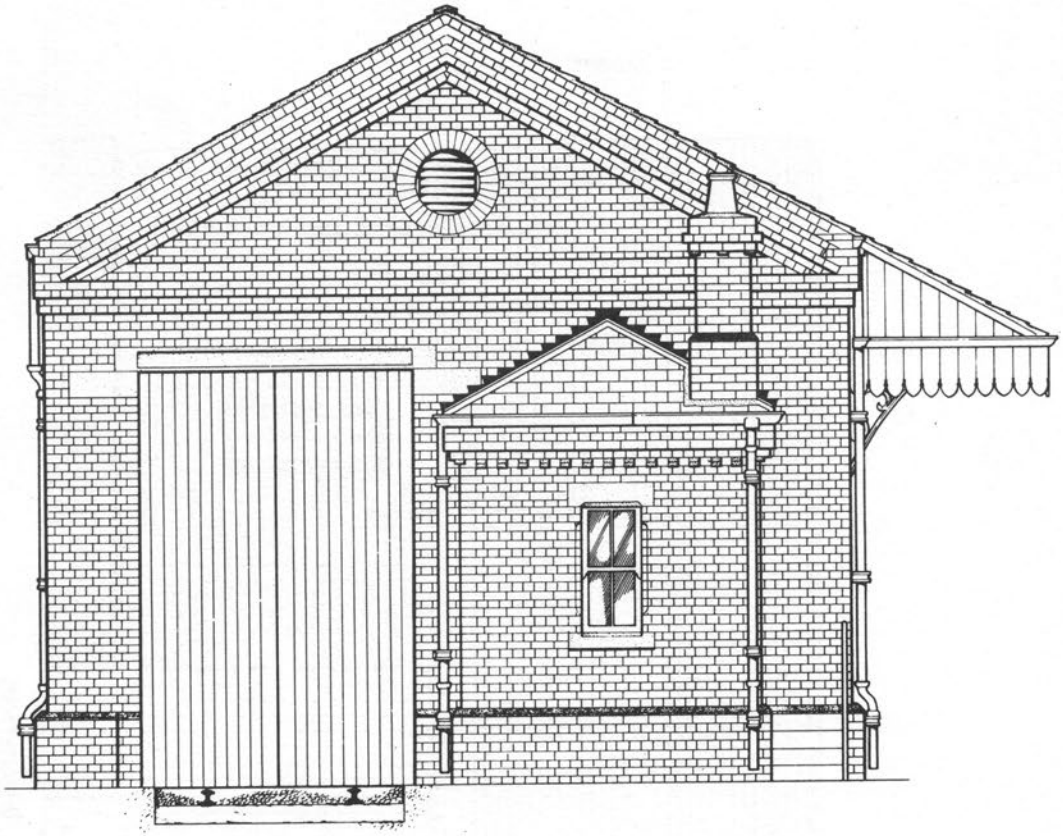
North West Elevation



Plan

NOTES: Weighbridge platform and frame are flush with road surface. Both are cast iron. The office is constructed of red brick, with buff window frames and dark brown door. Roof of blue-grey slate. The weighbridge is situated at Ripple on the closed Ashchurch-Tewkesbury-Malvern Wells branch, ex-LMS.

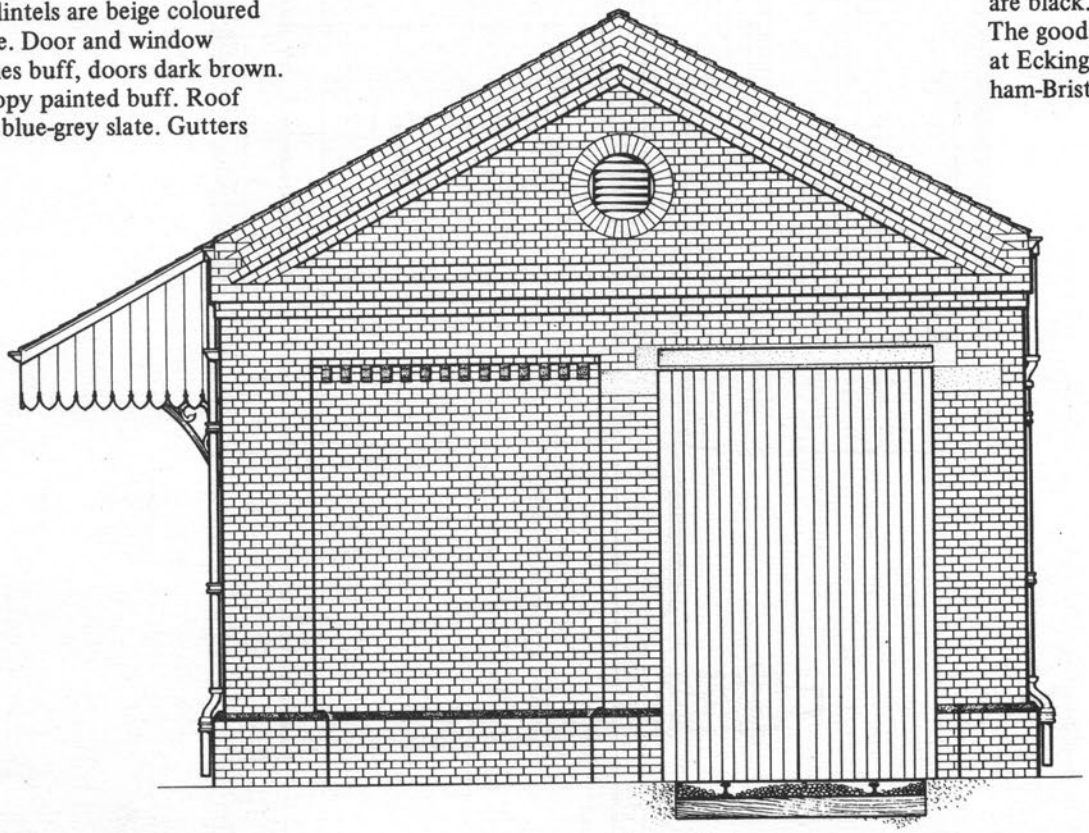
GOODS SHED – Eckington LMS



North Elevation

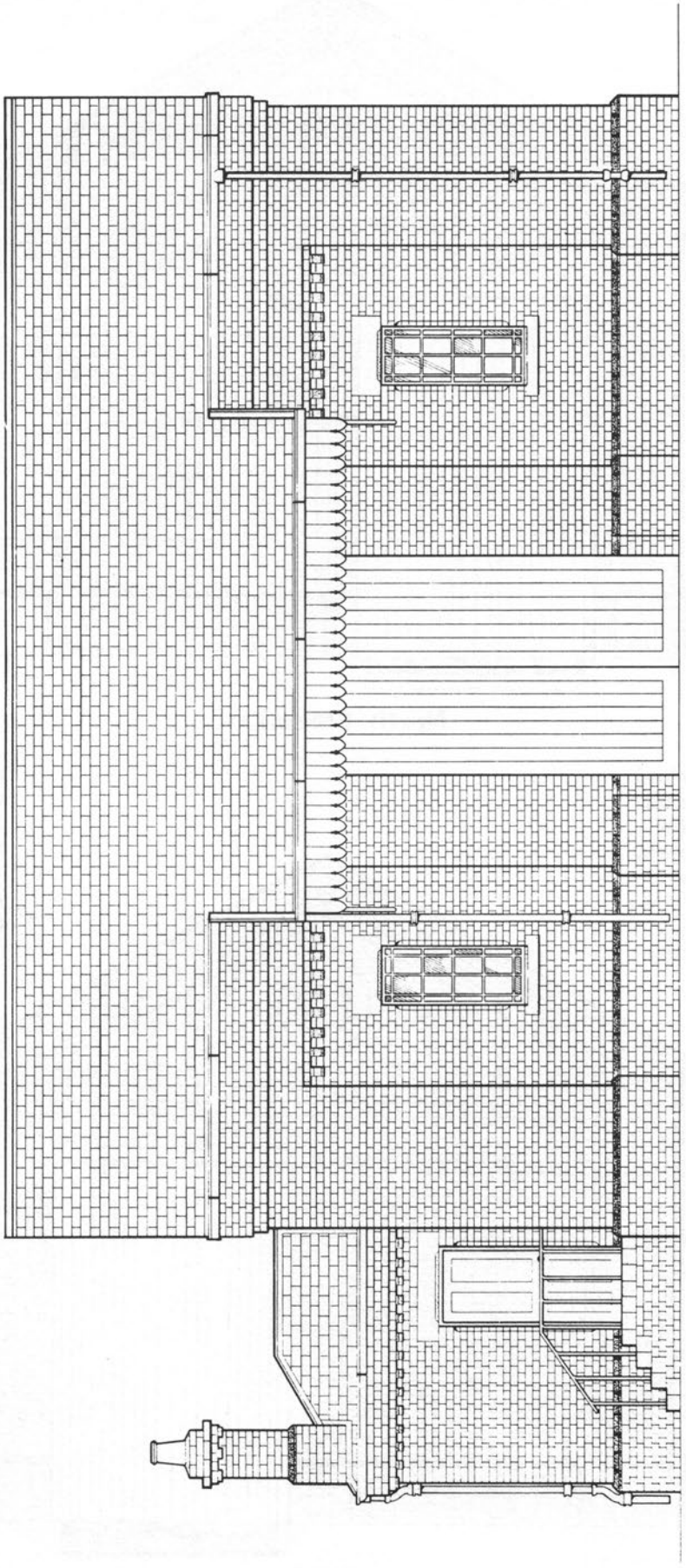
NOTES: Walls of yellow brick construction. Capping bricks at foot black. Window sills and lintels are beige coloured stone. Door and window frames buff, doors dark brown. Canopy painted buff. Roof tiles blue-grey slate. Gutters and down-pipes buff. The single decorative bricks at the top of the inner wall panels are black.

The goods shed is situated at Eckington on the Birmingham-Bristol line, ex-LMS.

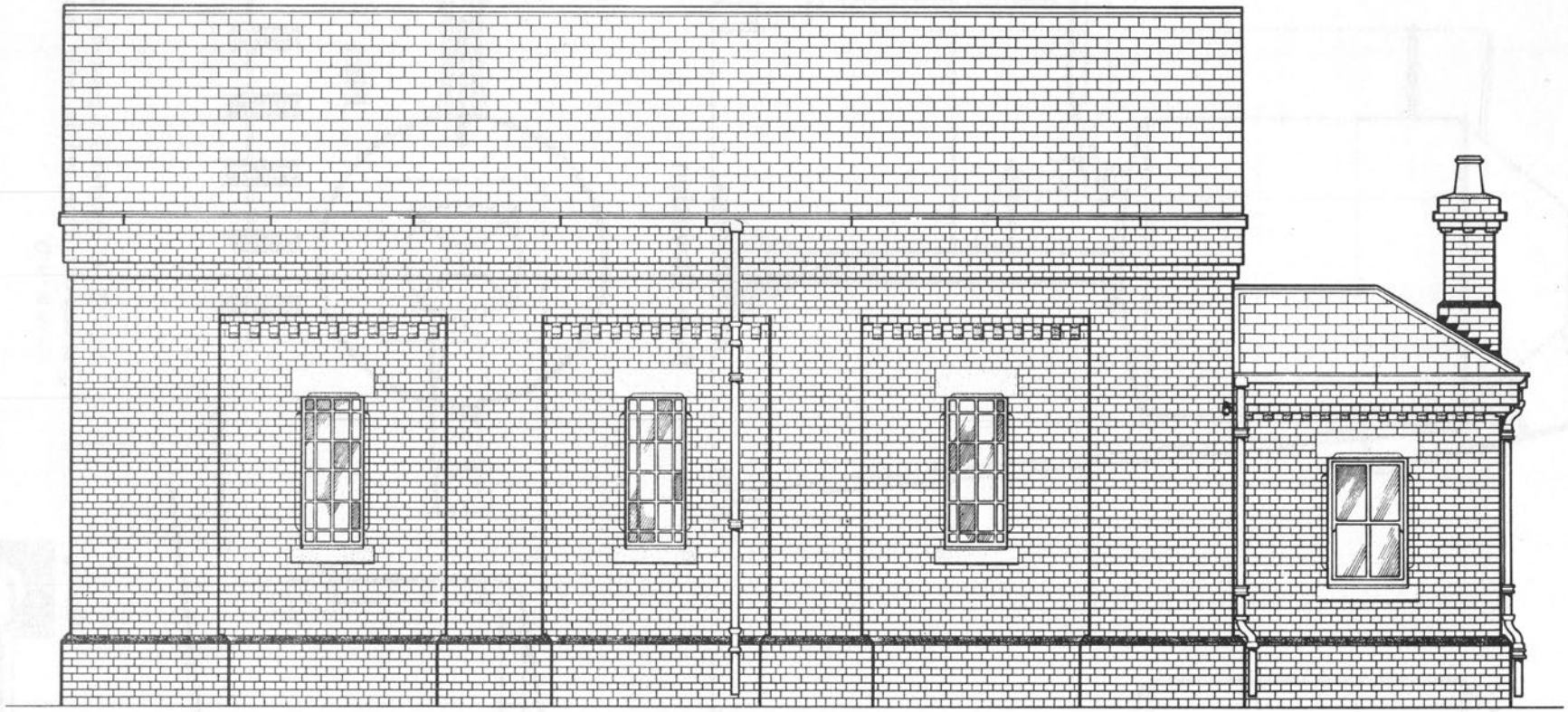


South Elevation

GOODS SHED – Eckington LMS continued

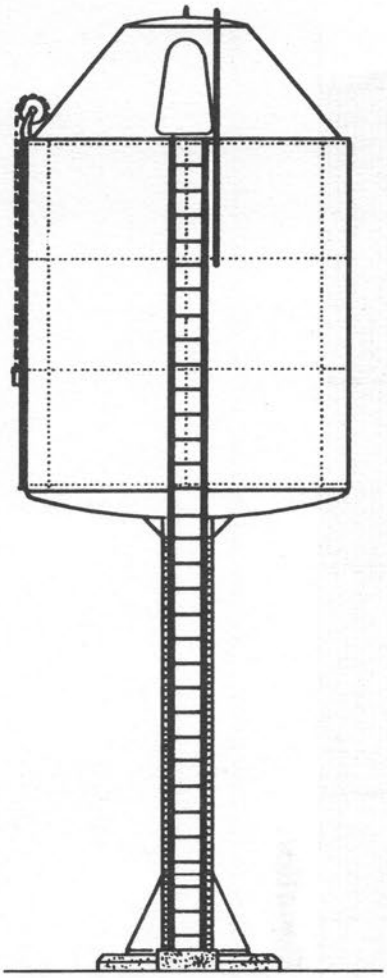


West Elevation

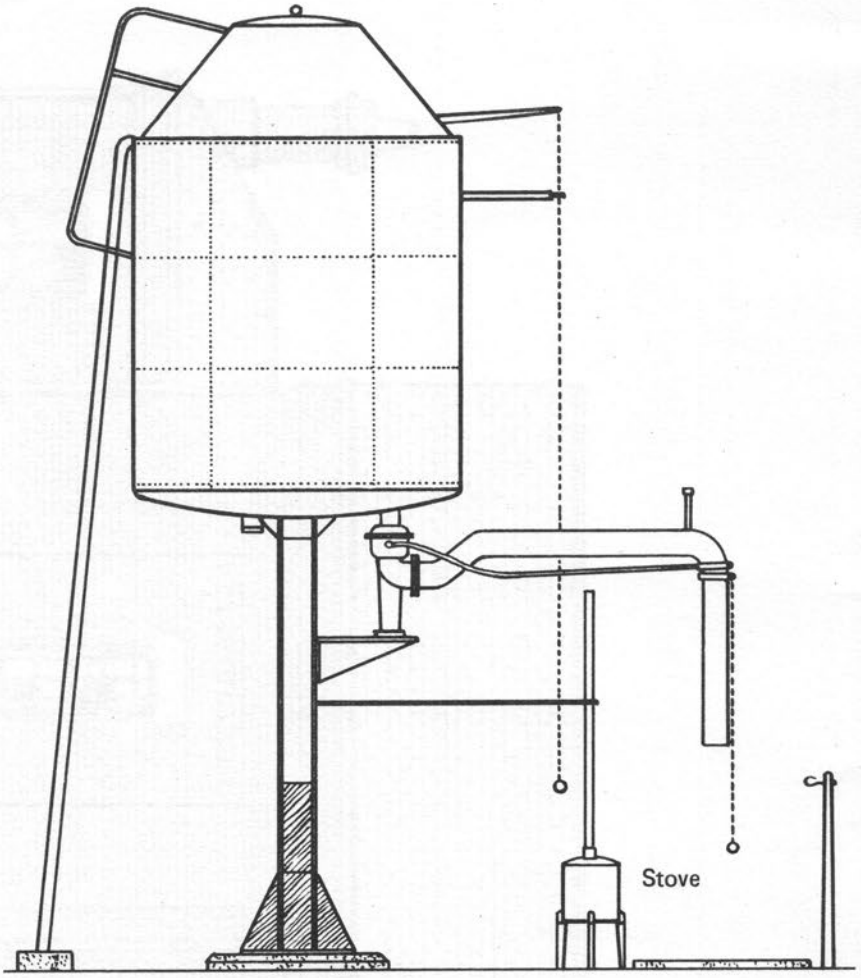


East Elevation

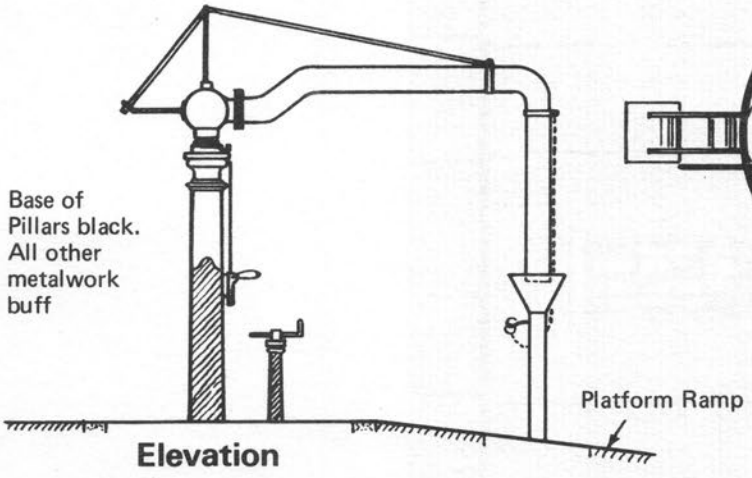
WATER COLUMN & CRANE – Cheltenham GWR



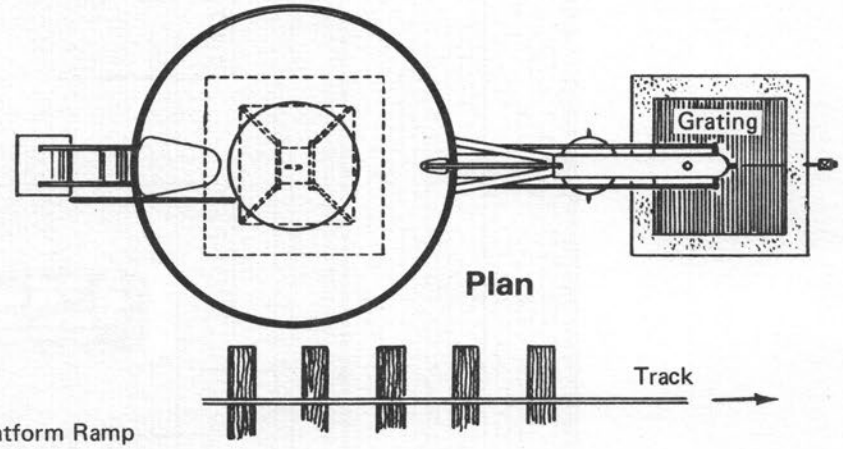
End Elevation



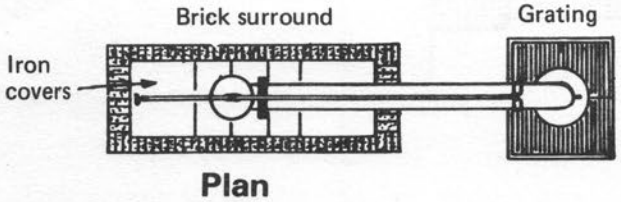
Side Elevation



Elevation



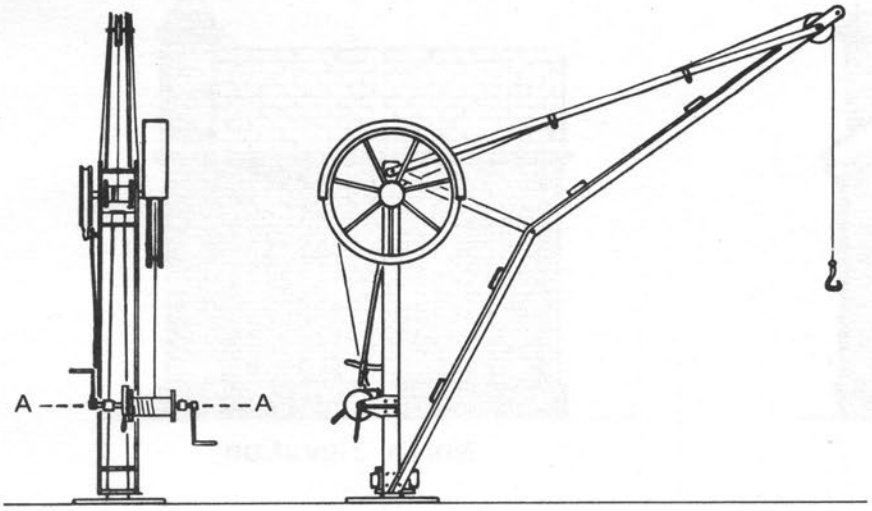
Plan



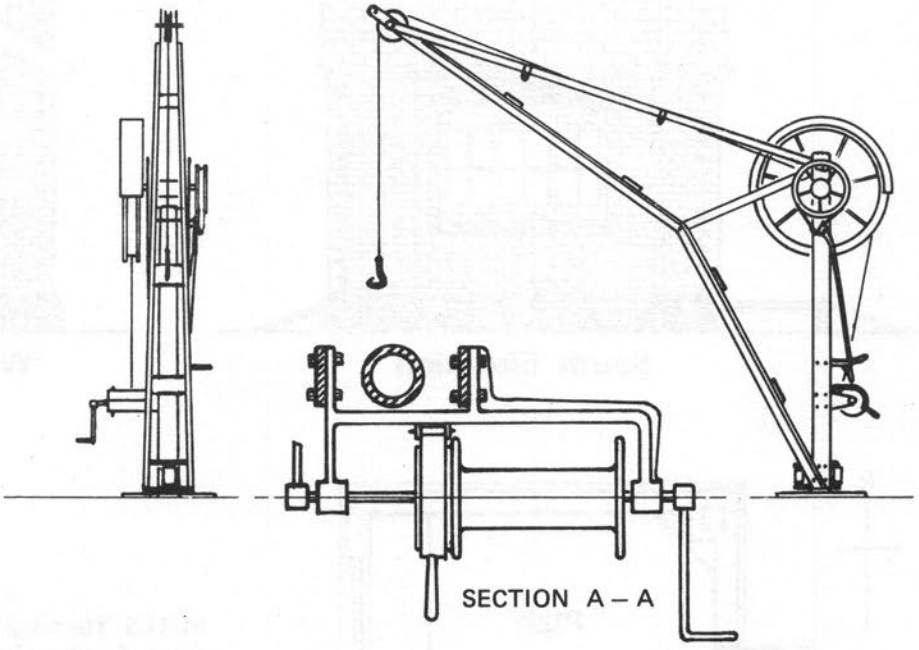
Plan

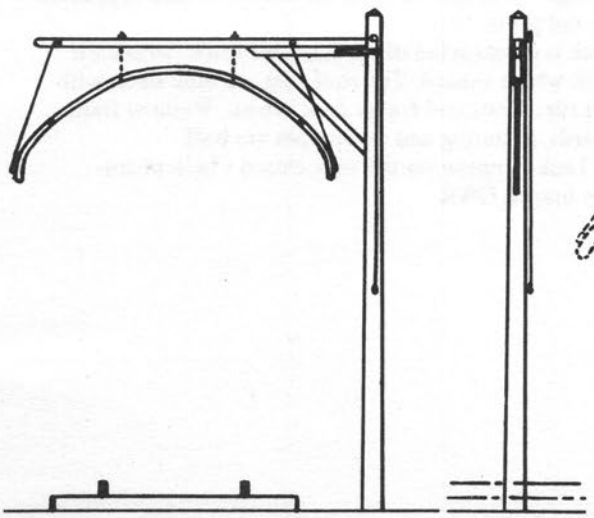
NOTES: All metalwork is painted buff except shaded area at base of column, and the ladder, which is black. The stove is rusty.

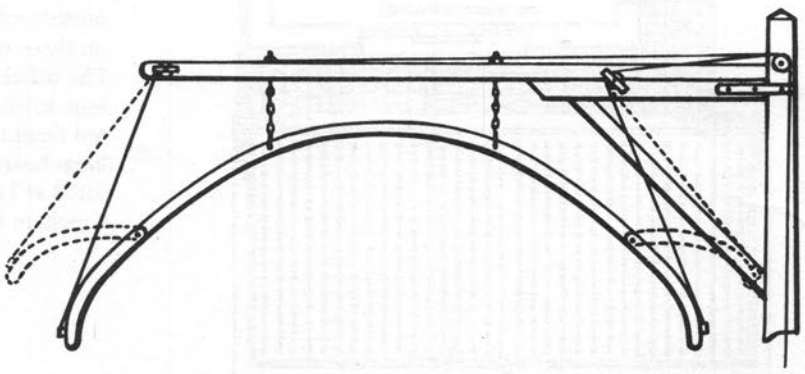
YARD CRANE & LOADING GAUGE GWR



NOTES: This crane is of 1 ton capacity, and stands on a goods loading dock at Honeybourne Station. The whole of the crane is painted dark brown.



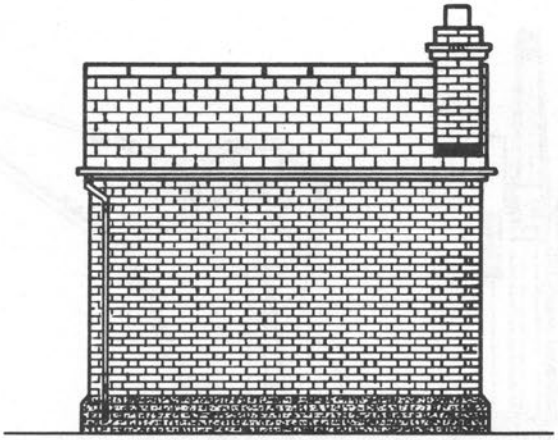




NOTES: Post and loading gauge are painted white. Extension arms are normally in the dotted position and are lowered for checking.

WEIGHBRIDGE – Leckhampton GWR

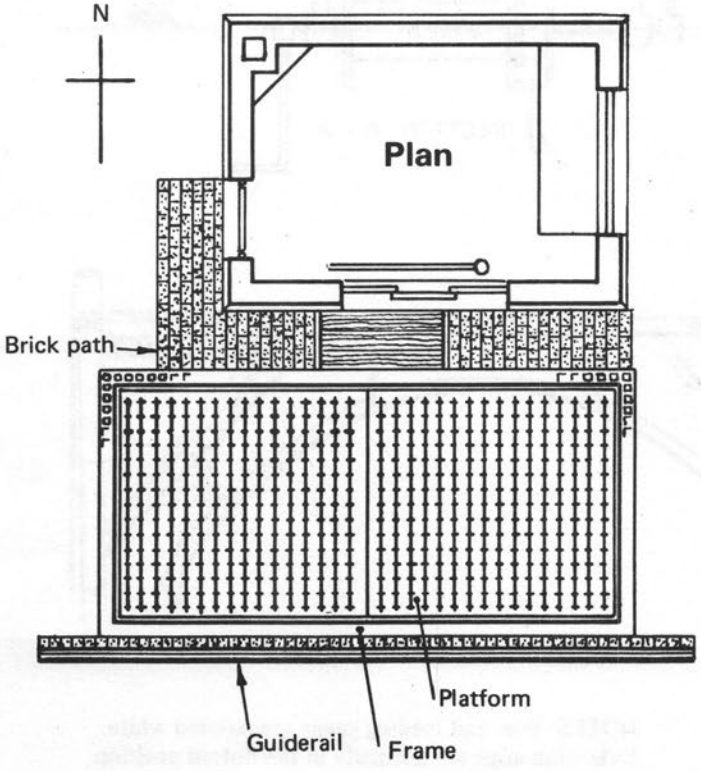
East Elevation



North Elevation

South Elevation

West Elevation

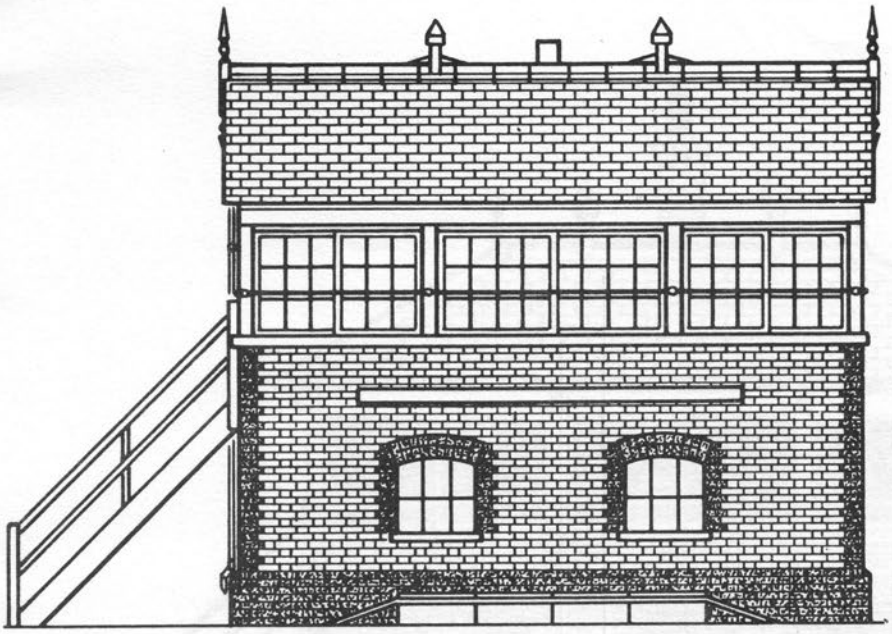


NOTES: The weighbridge platform and frame are flush with the road surface. Both are cast iron, the platform having a pattern of raised ribs as shown. The frame has a pattern of square indentations as indicated. The guiderail at the outside edge is a length of bullhead rail on its side supported on three rail posts.

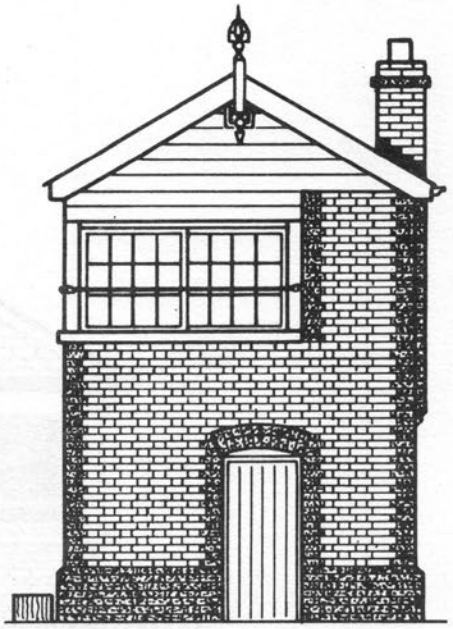
The office is constructed of medium red brick, with hard blue brick where shaded. The roof tiles are blue slate, with red ridge tiles, door and frame dark brown. Window frames, bargeboards, guttering and downpipes are buff.

Sited at Leckhampton on the now closed Cheltenham-Kingham branch GWR.

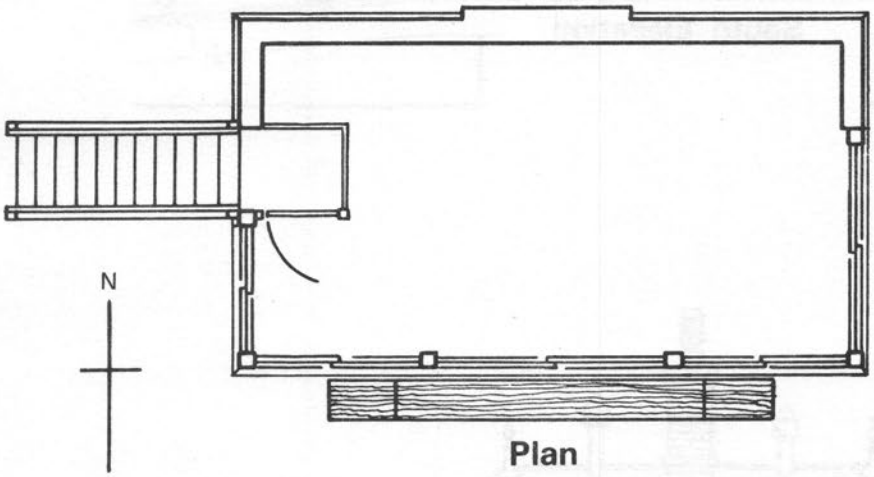
SIGNAL BOX – Leckhampton GWR



South Elevation

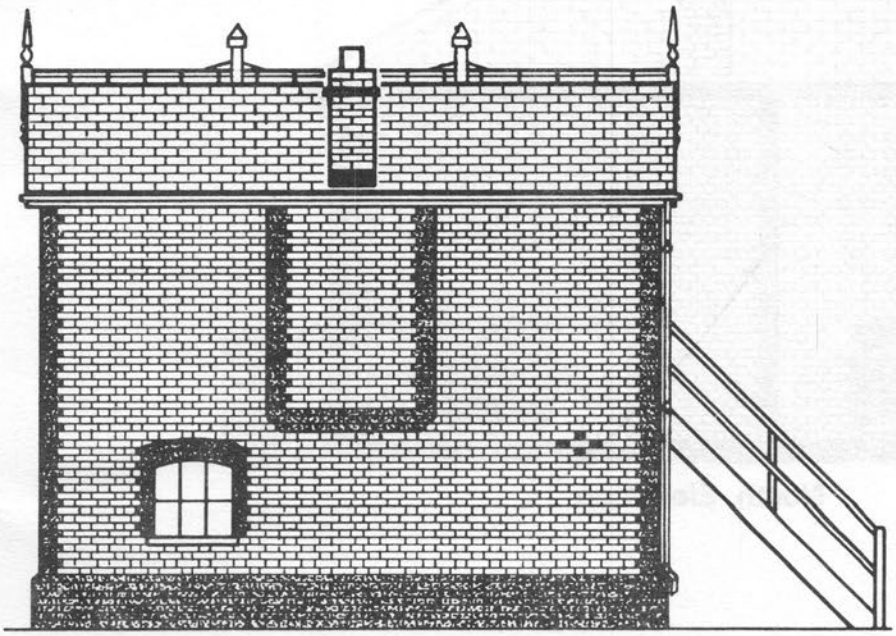


East Elevation

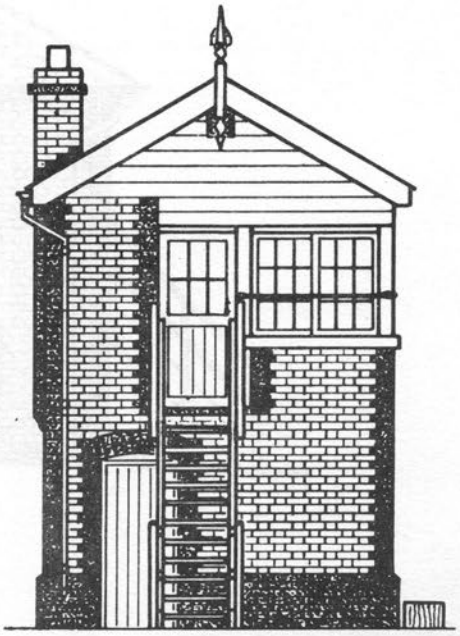


Plan

NOTES: Wall construction of medium red brick. Decorative areas (shown shaded) of hard blue brick. All woodwork buff. Ridge tiles dark blue. Roof of blue-grey slate. Earthenware chimney. Ventilators painted buff.
This signal box is at Leckhampton on the now closed Cheltenham-Kingham branch of the GWR

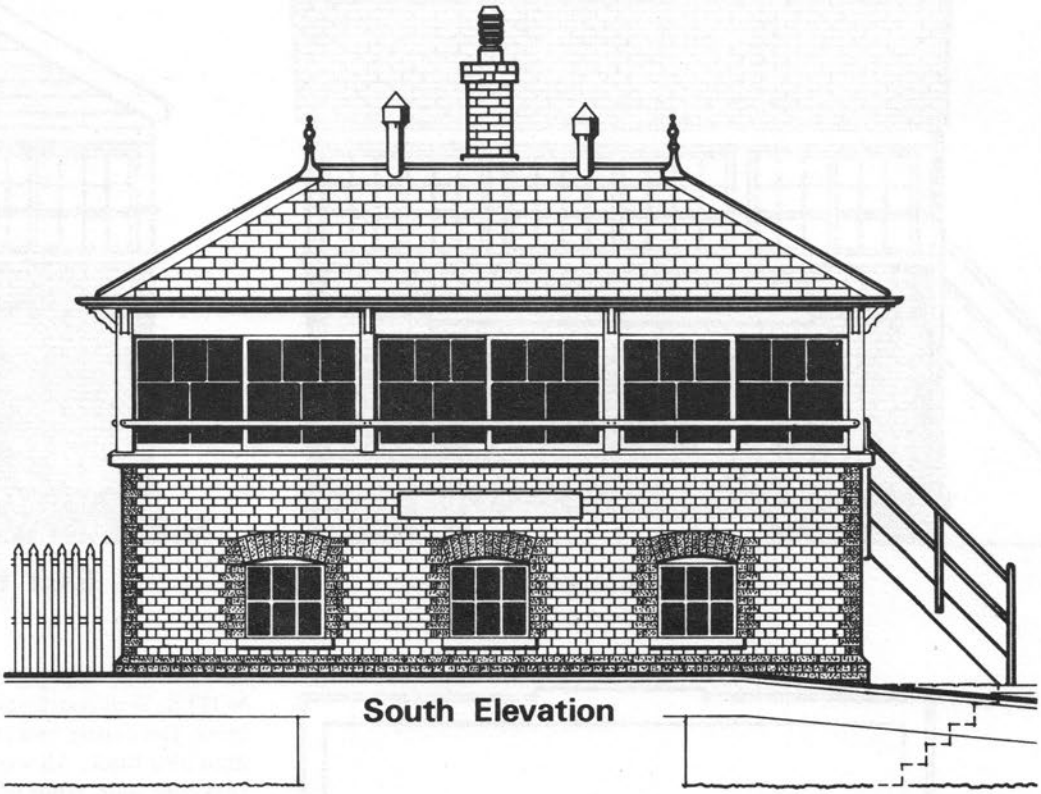


North Elevation

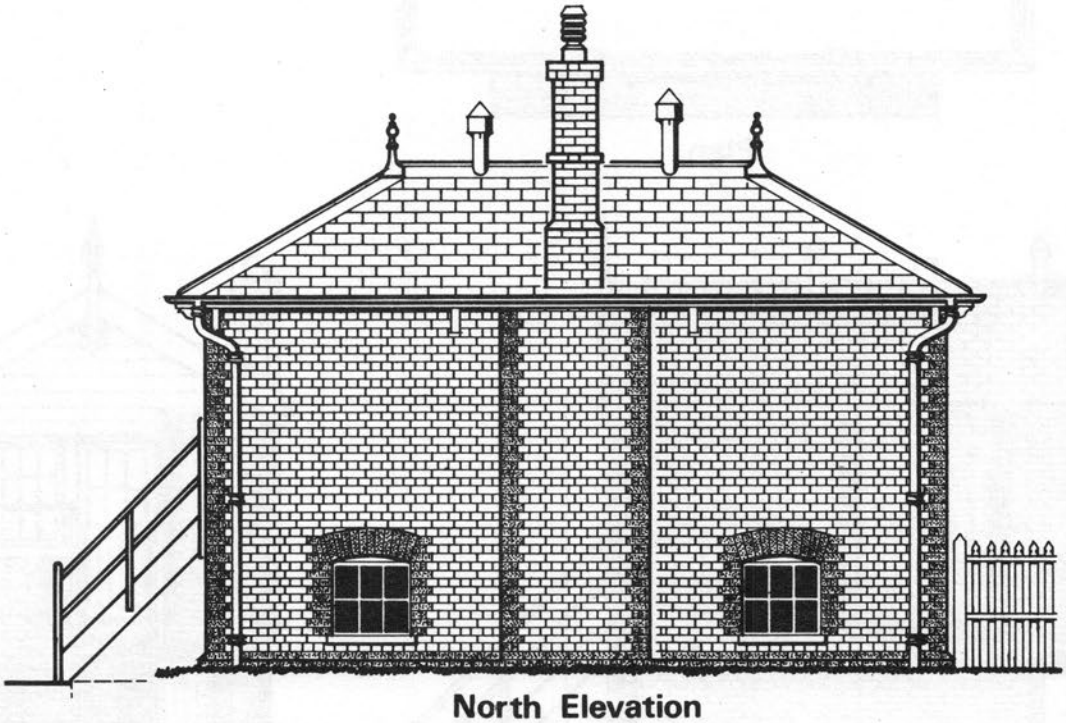


West Elevation

SIGNAL BOX – Brimscombe GWR

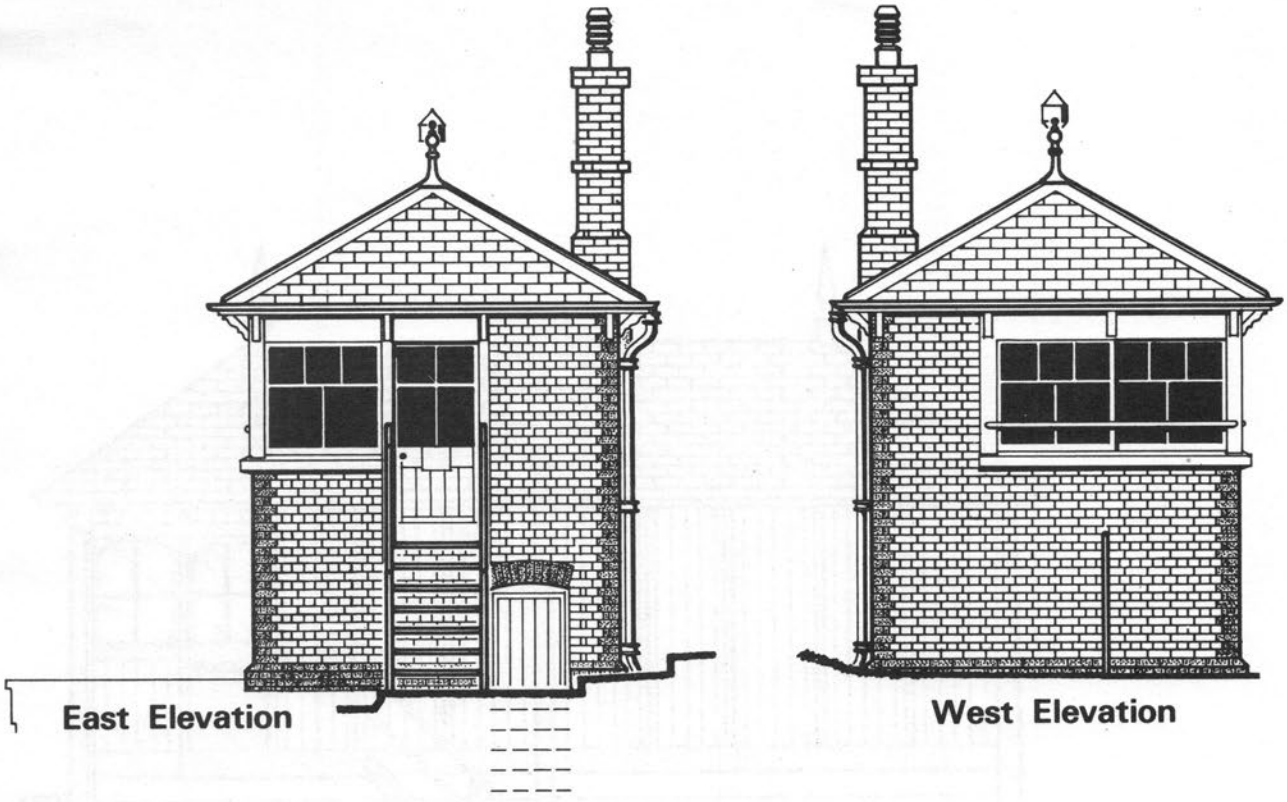


South Elevation



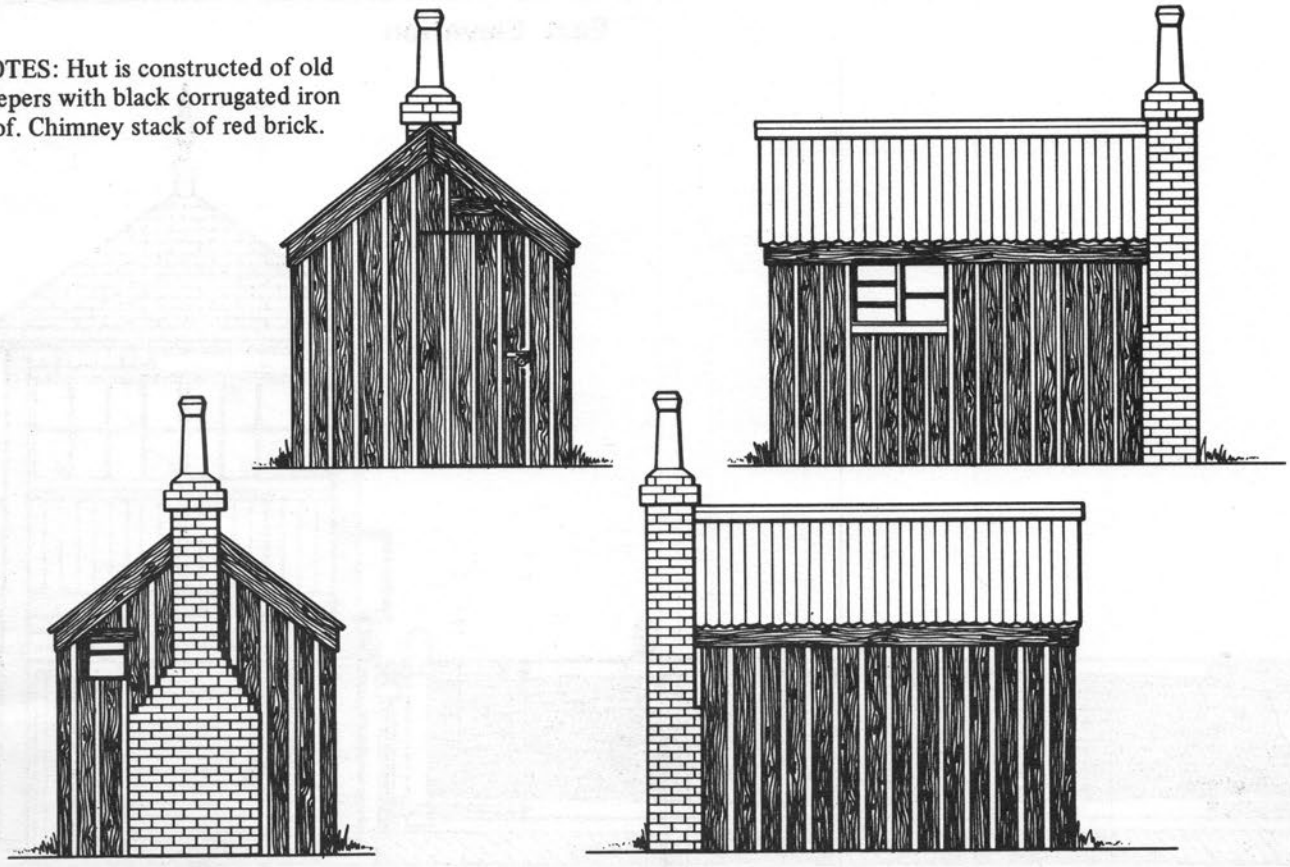
North Elevation

NOTES: Signal box is of red brick construction with shaded areas of hard blue brick. Roof tiles are blue slate. Woodwork and ventilators painted buff.
Situated on Gloucester-Swindon line.

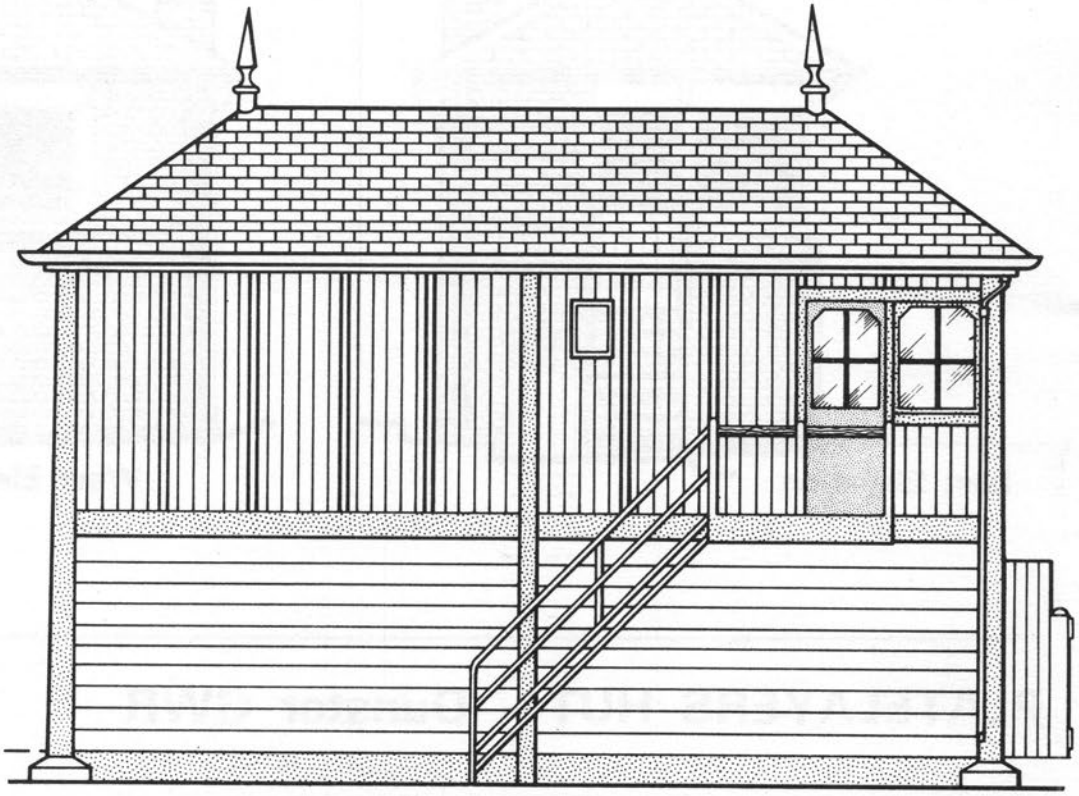


PLATELAYERS HUT – Dunster GWR

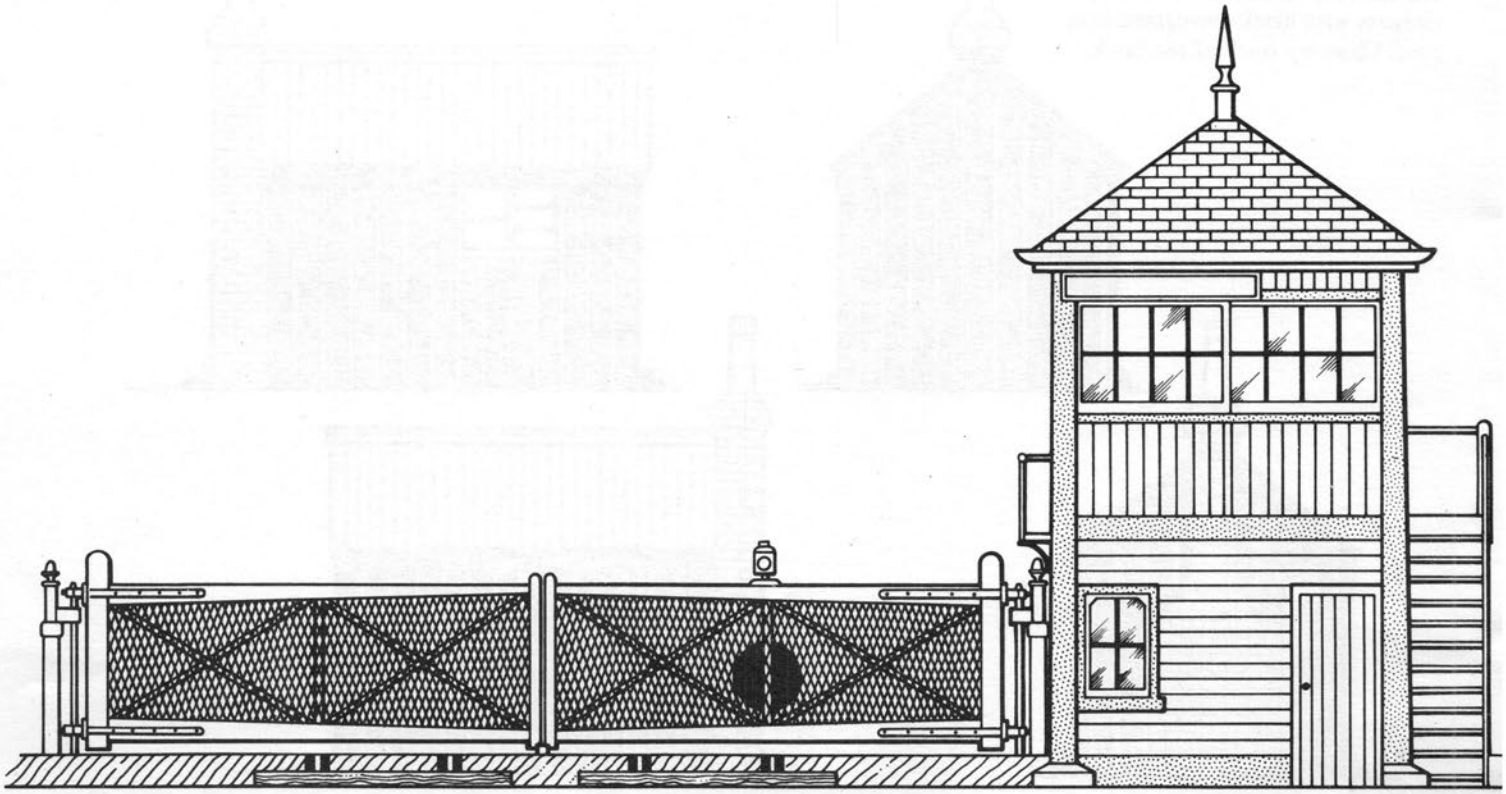
NOTES: Hut is constructed of old sleepers with black corrugated iron roof. Chimney stack of red brick.



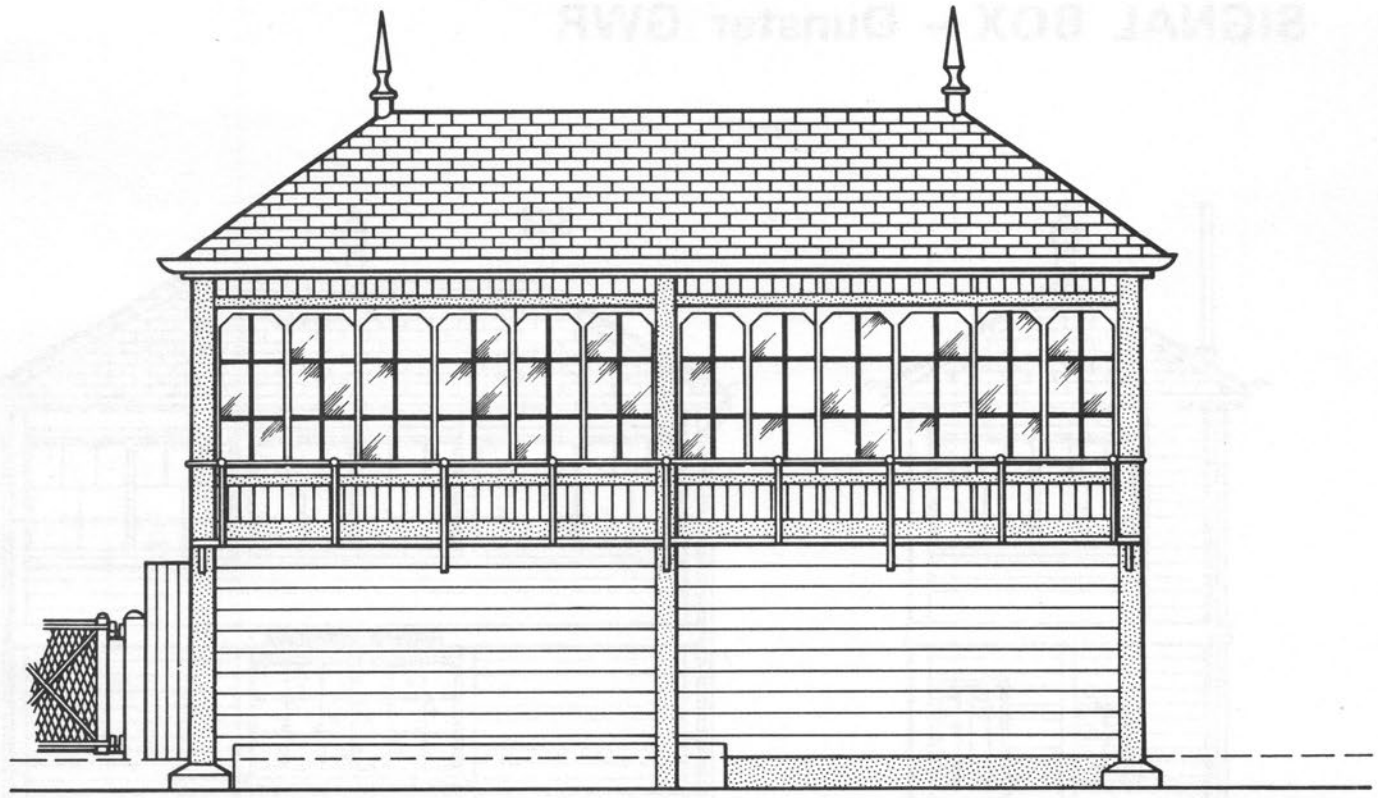
SIGNAL BOX – Cheltenham LMS



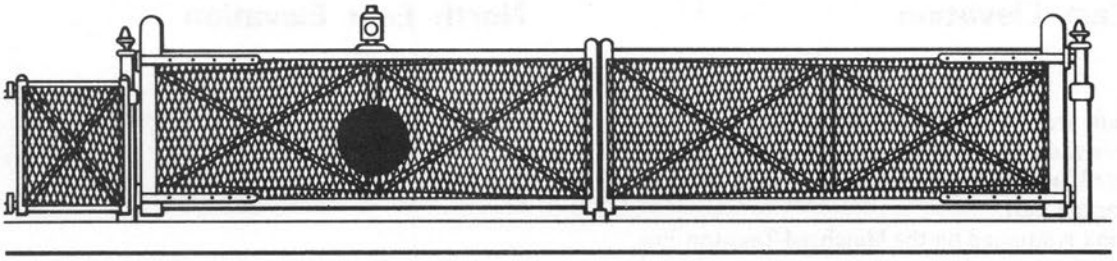
East Elevation



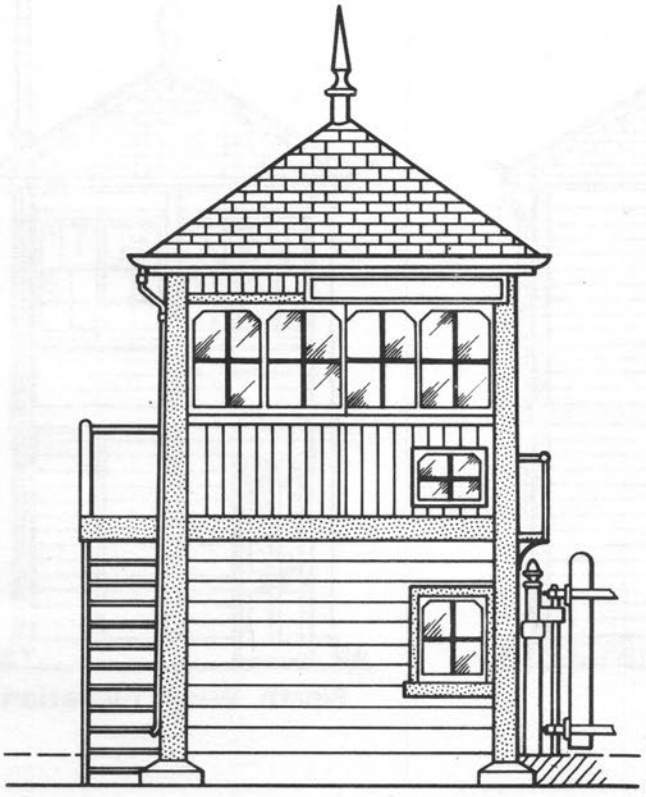
South Elevation



West Elevation



East Elevation (continued)

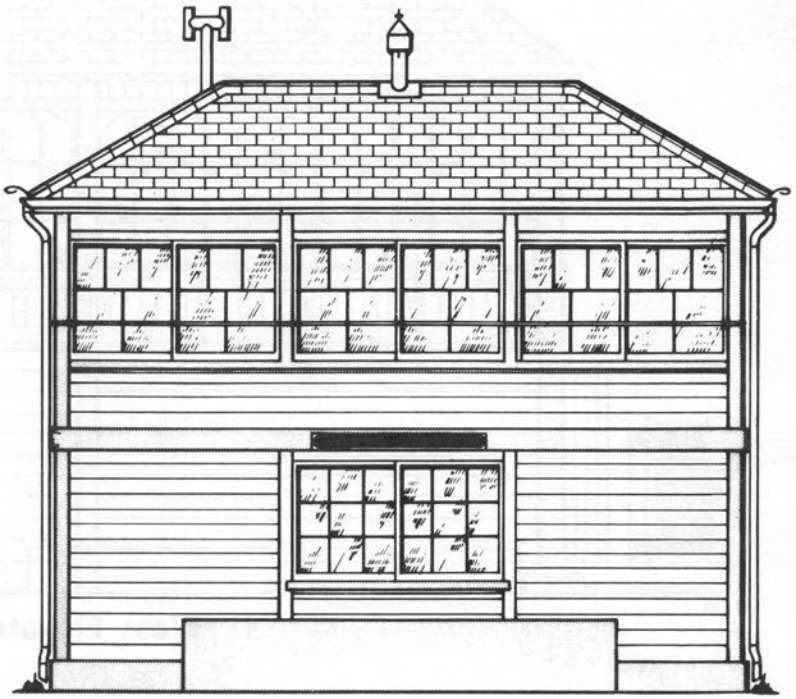


North Elevation

NOTES: Signal box is of timber construction. All shaded areas are painted dark brown with plain areas painted buff. Roof tiles are blue-grey slate. Level crossing gates are white with red discs on gates facing road traffic. Main gate posts are black.
This signal box is situated on the Birmingham-Bristol line, ex-LMS, at Cheltenham, Alston Junction.

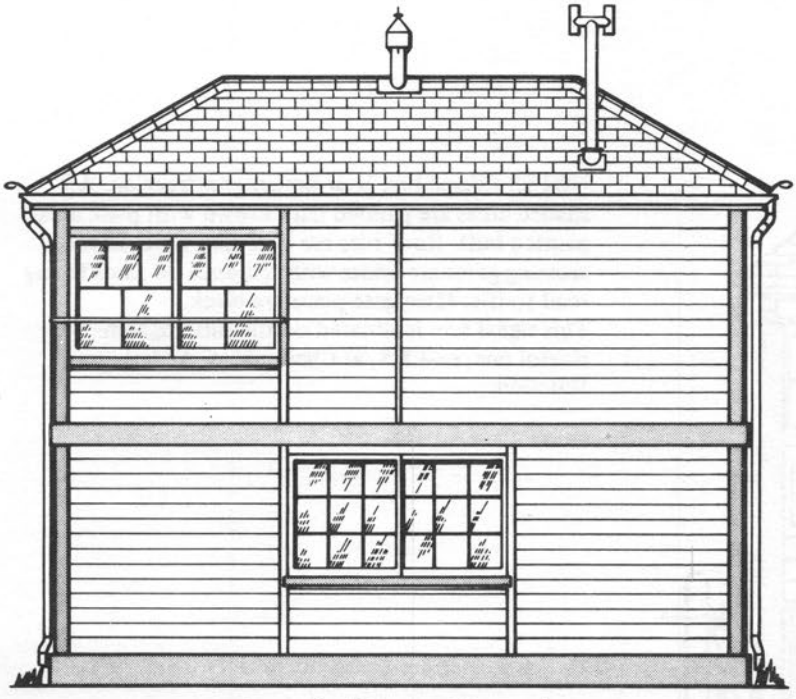
SIGNAL BOX – Dunster GWR

South East Elevation



North East Elevation

NOTES: Walls are of timber board construction painted buff. Timbers and doors are painted dark brown.
Roof tiles are blue-grey slate. Stovepipe, ventilator and guttering are buff.
The signal box is situated on the Minehead-Taunton line.

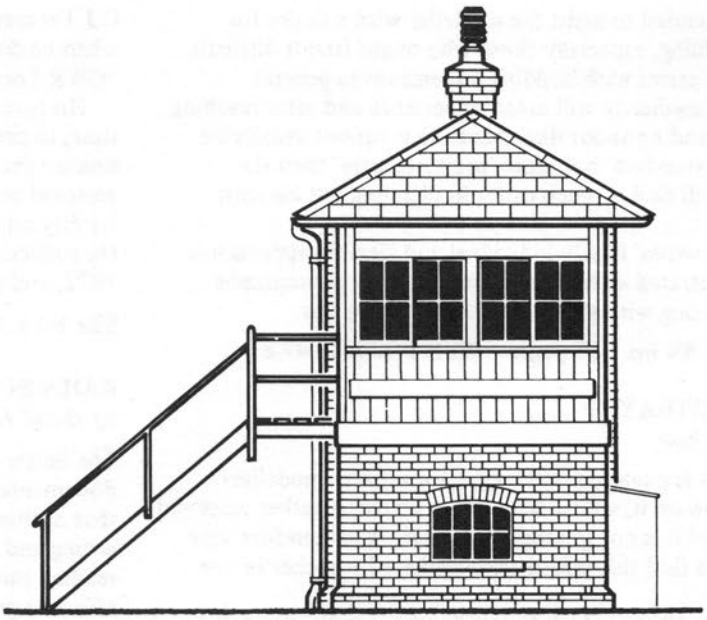


South West Elevation

North West Elevation

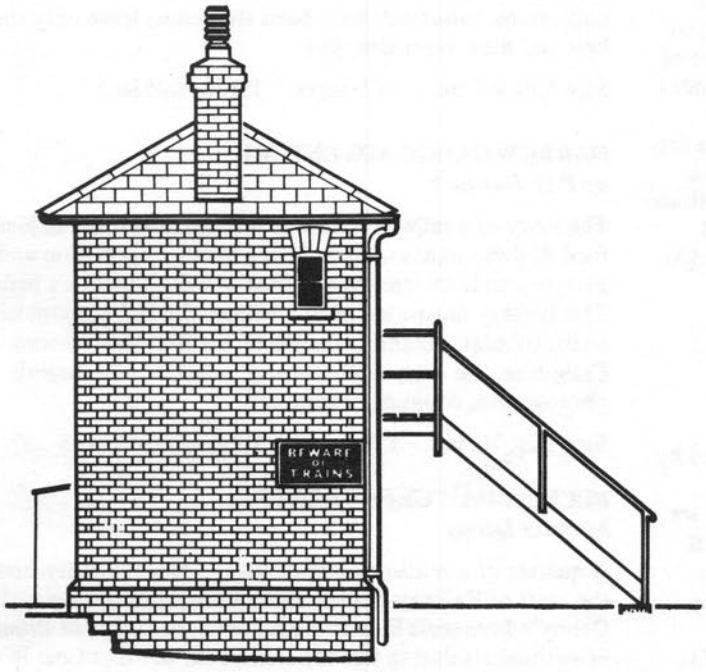
SIGNAL BOX – St. Mary's Crossing

East Elevation

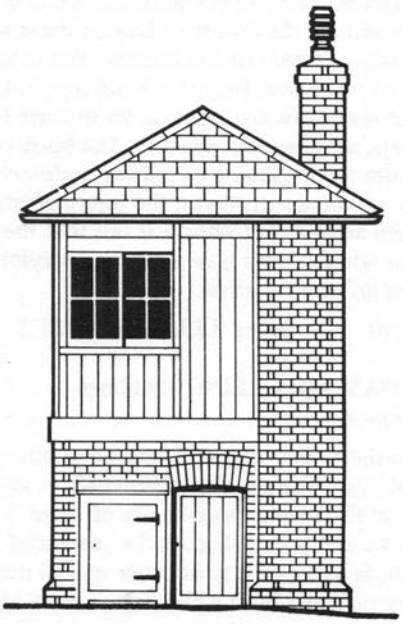


North Elevation

NOTES: Signal box is of red brick construction with blue slate roof. Woodwork painted buff.
Situated on Gloucester-Swindon line near Brimscombe.



South Elevation



West Elevation

Other Peco Publications

DOWNESPLANS
by Allan Downes

A book intended to assist the modeller with a desire for scratchbuilding, especially those who might find it difficult to come to terms with building dimensions in general. However, familiarity will breed experience and after reaching an understanding about dimensions that cannot usually be termed as 'standard' but more 'proportionate' then the modeller will find it much easier in planning out his own buildings.

Allan Downes' highly individual and flexible approach is clearly illustrated in the many drawings and photographs featured, along with lots of useful modelling tips.

Size 11¾ x 8¼ ins 28 pages ISBN 0 900586 47 8

LNWR PORTRAYED
by Jack Nelson

The LNWR is a popular prototype for railway modellers. Information on it, whilst not unduly scarce, is rather scattered and some of it is not generally available. It is therefore very welcome to find this information gathered together in one book.

For over 40 years Jack Nelson has been collecting information on every aspect of the London & North Western Railway, primarily as an aid to the construction of accurate, detailed models depicting actual scenes on the Premier Line. His dioramas based on scenes around Liverpool have recently been moved to the National Railway Museum at York. It is a book recommended for everyone who is interested in Victoriana, Industrial Archaeology, or merely appreciative of high quality line illustration.

Size 10¼ x 7 ins 192 pages ISBN 900586 45 1

RAILWAY STATIONS/Southern Region
by Nigel Wikeley and John Middleton

The authors, Nigel Wikeley, Regional Architect, and John Middleton, architect, of the Southern Region, have surveyed every existing station within its boundaries. The collection of photographs not only covers the main buildings, but provides sidelights on the many fascinating varieties that are to be found in brackets, awnings and valances. The book covers the entire period from the beginning of railway architecture to the present day and concentrates on the intermediate stations: the major termini are omitted since it is felt that they fall outside its scope which shows how a few basic styles provide room for almost infinite variation.

Size 10¼ x 7¼ ins 181 pages ISBN 900586 31 1

PERIOD RAILWAY MODELLING/Buildings
by Vivien Thompson

Ever since the earliest days, railways have been surrounded by specialised buildings. Of these, the station offices are the most familiar, for all passengers make use of these. There are, in addition, the various goods sheds and warehouses, signal boxes, engine sheds and a variety of other special purpose structures. Many of these, built a century or more ago, are still in daily use.

In this book, Vivien Thompson describes how she builds her wonderful 4mm scale models of these attractive old buildings from plastic sheet. The book is profusely illustrated with scale drawings and photographs, and will be absolutely invaluable to every railway modeller.

Size 10¼ x 7¼ ins 84 pages ISBN 900586 37 0

LOCOMOTIVES IN OUTLINE – GWR
by C.J. Freezer

C.J. Freezer first took an interest in Great Western Locomotives when he discovered that admirable Great Western publication, "GWR Locomotives, Names, Numbers, Types & Classes".

His love of mechanical drawing led him, over a period of time, to prepare his own versions of these drawings, adding smaller detail not shown on the official diagrams, using both personal observation of the prototypes on the old GWR, latterly on preserved lines, and a close study of photographs. His collection was published in Railway Modeller from 1958 to 1972, and proved extremely popular with readers.

Size 8½ x 11¾ ins 38 pages ISBN 0 900586 46 X

RAILS IN THE FELLS
by David Jenkinson

The Settle and Carlisle line is one of the most famous and well documented railways in Britain and at first glance it might seem that nothing more remains to be said on the subject. Just how wrong and superficial a judgement this is can be discovered by reading this book. In it, the author has made a determined effort to get away from the stereotyped approach and, instead, has chosen to study the railway as an integral element of the environment of which it forms a part.

Size 10 x 7 ins 157 pages ISBN 900586 42 7

PORTRAIT OF THE LMS
by V.R. Anderson, R.J. Essery and D. Jenkinson

In Portrait of the LMS, the authors have collected together a wide variety of photographs which show the company in both familiar and unfamiliar guise. No one aspect of the railway is emphasised above another: we have the locomotives, the carriages, the freight trains, the stations and the important, but often forgotten section of all great railways, the road transport. The pictures have been culled from official sources and private collections; thousands have been studied to leave only the best and most representative.

Size 10¼ x 7 ins 112 pages ISBN 900586 32 X

NARROW GAUGE ADVENTURE
by P.D. Hancock

The story of a railway with a difference. The Craig & Mertonford Railway exists in its builder's fertile imagination and, in part, to a scale of 4mm to the foot in P.D. Hancock's bedroom. This lavishly illustrated book contains the full account of the trials, tribulations and triumphs of the first two versions of Craigshire; the witty text is neatly balanced with superb photographs, copiously captioned.

Size 10 x 7¼ ins 119 pages ISBN 900586 44 3

BUCKINGHAM GREAT CENTRAL
by Peter Denny

A quarter of a century's practical experience in every branch of the craft of Railway Modelling stands behind this book. Peter Denny's 4mm scale Buckingham Branch has inspired thousands of enthusiasts during this time; here, for the first time in one volume is the full story of the line and of its associated garden line and a junior TT layout, together with an extensive glossary of modelling techniques. This is a book no railway modeller can afford to be without.

Size 10¼ x 7¼ ins 152 pages ISBN 900586 40 0

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ISBN 0 900586 48 6